Sole Agents for the NITED ASBESTOS COM-PANY, LTD. LONDON. DODWELL & CO., LIMITED,

General Managers.

ILOU, PHILIPPINE ISLANDS.

TUESDAY, NOVEMBER 14, 1899. NEW SERIES No. 1367. 日二十月十年五十二緒光

就四十月一十英港香 二拜禮

THIRTY DOLLARS PER ANNUM.

# Banks.

JOKOHAMA SPECIË BANK, LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBED ......Yen 24,000,000 CAPITAL PAID-UP ..... CAPITAL UNCALLEDA...... RESERVE FUND

Head Office: YOKOHAMA.

.. Branches and Agencies. TOKIO. LONDON. NAGASAKI. NEW YORK. HONOLULU SAN FRANCISCO. SHANGHAL BOMBAY. TIENTSIN.

LONDON BANKERS: PARRS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899.

INIPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tack SUBSCRIBED CAPITAL ..... 5,000,000 PAID UP CAPITAL ..... 2,500,000

Head Office : -- SHANGHAL

Branches and Agencies. -CANTON.

 HANKOW. CHEFOO. CHINKIANG. SWATOW. 4 TIENTSIN. FOOCHOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W. RUTTER,

Acting Manager.

Hongkong, 15th October, 1898: THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. J. T. Lauts, Esq. D. Gillies, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 % Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. 

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

LIONGKONG AND SHANGHAD **TI** BANKING CORPORATION. 

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Stens, Esq., Deputy Chairman. David Meyer Moses, Esq. Esq. A. McConachie, Esq. E. Goetz, Esq. A. Haupt, Esq. R. H. Hill, Esq. A. J. Raymond, Esq. P. Sachse, Esq.

The Hon. J. J. Keswick. R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER:

Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED; On Current Account at the rate of 2 per Cent. per Annuin on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted - bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Cunt. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai

INTEREST on deposits is allowed at 31 PER

BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, 1st August, 1895.

# Hutimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS LONDON ...... Shanghai ..... F. C, A, Lyon, R.N.R... About 16th Nov. 1.. Freight or Passage. LONDON, &c... Bengal \* ..... 5. Barcham' ............ Noon, 25th Nov. ... Freight or Passage. SHANGHAI ... Coromandel...F. W. Vibert, R.N.R. ... About 25th Nov. ... Freight or Passage. \* ' (See Special Advertisement):

For Further Particulars apply to

H. A. RITCHIE, Superintendent. Hongkong, 13th November, 1899.

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG: PORTS IN THE LEVANTE, BUINCK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN FORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

ESUBJECT TO ALTERATIONS

	STEAMERS.	4 6		SAILING DATES.
	KONIG ALRERT	esegrifica a meco		SAILING DATES. WEDNESDAY, 13th December. WEDNESDAY, 27th December.
	PRINZ HELNRICH	an en familia		WEDNESDAY, 27th December.
	PREGSSEX			XVEDNESDXY: toth lanuary
1	KARLSRUIIE			WEDNESDAY, 24th January., WEDNESDAY, 7th FebruaryWEDNESDAY, 21st February.
	SACHSEN			WEDNESDAY, 7th February.
	OLDENRURG $Addition$	harman karingsa		WEDNESDAY 18t February.
	$^{\circ}BetYERN$			ANYEDNESDAY, 7th March
	-STUTTGART		1.7	WEDNESDAY, 21st March
	-KONIG $ALRERT$	15 111114 451119 4		WEDNESDAY, JUCAPUL
	$^{\circ}$ HFLMAR			AAMED SESDAY, 1801 ADIII.
	PRINZ HEINKICH			WEDNESDAY, and May.
	-PREUSSEN	announced trees	arren anima	WEDNESDAY, 16th May.
	-I/AMRGKG, (Hamburg	g Amerika Lii	nie; mannen	WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at Noon, the Steamship "RONIG ALBERT," of the NORDDETTSCHER LLOYD, Captain O. Cuppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA

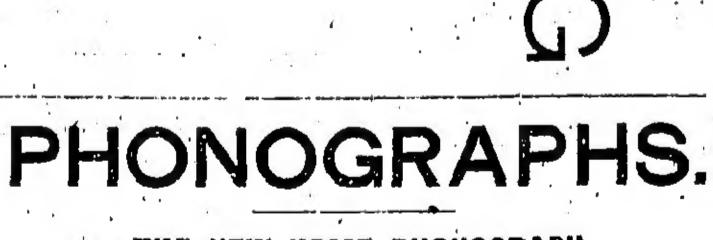
Shipping Orders will be granted till NOON, on MONDAY, the 10th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommudation and carries a Doctor and a Stewardess. Linea can be washed on board.

# NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 9th November, 1899.

MELCHERS & CO.,



THE NEW HOME PHONOGRAPH (GENUINE EDISON) WITH FITTINGS. PRICE 880.

Ex. S.S. SHANGHAL.

-AN UNPRECEDENTED SHOW OF

NOW ON VIEW.

W. POWELL & Co., Immed. Opposite P.O., 1st floor,

Untimations.

CHOICE SELECTION OF

LANDED

SPLENDID CONDITION. ." Reviving Sweets repair the Mind's Decay."-Pope.

CHOCOLATE CREAMS.

A LARGE VARIETY IN FANCY BOXES, AT POPULAR PRICES.

EVERTON TOFFEE. PASCALL'S GOLDEN MALTEX, LEMON BARLEY SUGAR, ALMOND FLOTS, APRICOTINES. RASPBERRY DROPS,

Watteins, Limited,

BG, QUEEN'S ROAD GENTRAL, HONGKONG.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

- MANUKACTURKKS OK THE Best Qualities of ASBESTOS GOODS and PACKINGS: 2-HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METABLIC, BOILER JOINTS. ASBESTOS SALAMANDER BOTLER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCR. TON of WORK.

CHIEF SUPERINTENDENT JOHN TO A THE OWAS TAKEN NERVINE SUPERINTENDENT ......ARCHIBALD RITCHIE. DODWELLE & COL LIMITED, General Managers.

PEAK HOTEL

CRAIGIEBURN.

I'ME PEAR HOTEL, is situated at Victoria Gap, adjoining the Tramway Terminus, 1. 140 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the TEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

Crry Office, 7, Duddell Street. Hongkong, 31st October, 1899.

A. MOIR, Manager.

A LIGHT, SPARKLING AMERICAN BEER,

WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:-

Hongkong, 17th October, 1899.

H. PRICE & Co., WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

JUST LANDED.



# GIESLER & CO.'S CHAMPAGNE

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in Excusion and the UNITED STATES.

CALDBECK, MACGREGOR & CO., published for general information. Sole Agents for

Hongkong, China, Japan, the Strait Settlements, the Philippines and British North Borneo.

Hongkong, 18th October, 1899.

THE

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and

supplied with excellent Cuisine and Good Wines. The Company's Steam-launch attends the arrival and departure of all

Mail Steamers.

Special attention paid to the Comfort of Visitors.

Yokohama, 1st October, 1897.

TUITION IN DANCING.

of R. A. HAHN'S DANCING CLASSES VI will re-commence on 1st November next. Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged. A. HAHN,

No. to, Ice House Street. Hongkong, 21st October, 1899. 1

JUST RECEIVED.

Plenty of FINE NEW GOODS

CHEAP PRICES. D. NOMA,

No. 12, Beaconsfield Arcade. Opposite the City Hall. Hongkong, 4th November, 1899.

Auctions.

GOVERNMENT NOTIFICATION.

No. 608. "I"HE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public-Works Department, on

the 20th day of November, 1899, at 3 P.M., are published for general information. By Command, 🛴 💸 🤲 J. H. STEWART LOCKHART,

MONDAY,

Colonial Secretary, Colonial Secretary's Office,

Hongkong, 4th November, 1899.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one

further term of 75 years. PARTICULARS OF THE LOT.

of Sale.	Registry No.	Locality,	M	Boun casur	dary emen	(s.	ontents in quare feet.	Annual Ren	ser Price
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GOVERNMENT NOTIFICATION. No. 609.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of November, 1899, at 3.15 P.M., are

By Command, J. H. STEWART LOCKHART,

Colonial ecretary. Colonial Secretary's Office Hongkong, 4th Novemb

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near To Kwa Wan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

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1.5		Wan),	350	350	150	150	52,500	300	7,080
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# To-day's Advertisements.

VICTORIA PRIORY.

REGULAR MEETING of the VICTORIA PRIORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 14th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, 14th November, 1899.

DELIGENTIA LODGE OF · INSTRUCTION.

REGULAR MEETING of the above A LODGE will be held in the FREEMASONS! HALL, Zetland Street, on THURSDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 14th November, 1899.

A LECTURE will be delivered in the CITY HALL

by Mr. CUTHBERT LAY, TON, from Englands

N THURSDAY, November 16th, The Second coming of the Lord: jesus Christ, Signs of the Times, and Impending Judgments.
The Unity of the Church: -What is it, and why necessary for the days in

which we five? Doors Open 5 o'clock. Lectures at 5.30 P.M. No Collection. All Seats Free. Hongkong, 14th November, 1899.

HONGKONG RIFLE ASSOCIATION. OWING to Bad Weather the INTERPORT MATCH is POSTPONED to SATUR-

DAY, the 18th instant. The following will form the Team: Mossis, Blair, Bowery, Carlyle, Clarke, HILLS, MARSHALL, MCLENNAN, SKELTON, WALLACE and WATSON.

Reserves :--Messis. Lammert, Stackwood and All Members of the Team, Reserves and Umpires are requested to be on the ground at 2 P.M. Punctually.

MOWBRAY S. NORTHCOTE, Hon! Sec. Hongkong, 14th November, 1899.

SHOW OF CRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to intimate to his Friends and the CRYSANTHEMUMS will be on show in the Gardens at Kowloon Hotel for one week, commencing THURSDAY, the 16th instant.

Entrance by Chater and Elgin Roads. Hongkong, 14th November, 1899. [14230

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ-CANAL.

THE Company's Steamship Captain Barr, will be despatched as above TO-MORROW, the 15th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 14th November, 1899. DOUGLAS STEAMSHIP COMPANY

FOR SWATOW, AMOY AND FOOCHOW.

LIMITED.

THE Company's Steamship · # HAICHING." Captain Davis, will be despatched for the

above Ports, on THURSDAY, the toth instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 14th November, 1899. SCOTTISH ORIENTAL STEAMSHIP

COMPANY, LIMITED. FOR HOLHOW AND SINGAPORE. THE Company's Steamship

Captain Jackson, will be despatched as above on FRIDAY, the 17th instant, at 10 A.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Agents. Hongkong, 14th November, 1899.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR." Captain J. G. Olifent, will be despatched for the above Ports, on SATURDAY, the 18th instant

For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, 14th November, 1899. [1426] AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

" VINDOBONA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:

From Trieste, ex S.S. Imperator transhipped From Venice, ex S.S. Massimiliano and

Carlotta transhipped at Trieste. From Levante Ports, ex S.S. Thalia. Optional Cargo will be discharged here unless

notice to the contrary he given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent. Bills of Lading will be countersigned by

SINDER WIELER & Co.,.

Agents. Hongkong, 14th November, 1899. Intimation.



WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

.-THORNE'S BLEND, White B .-- WATSON'S GLENORCHY MELLOW BLEND, Blue . Capsule, with Name and Trade Mark ..... 10.80 C.-WATSON'S. ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark ..... D. -- WATSON'S H.K.D., BLEND

OF THE FINEST SCOTOR MALT WHISKIES, Viollet Capsule ...... 14.40 E.-Watson's Very Old Li-QUEUR SCOTCH-WHISKY.

Gold Caps 15.00 THORNE'S BLEYD and WATSON'S GLENORGHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENTIVET is a very old Pent Whisky, (smoky) and could not now be replaced in stock at the price. D is well known for its fine

flavour.

E is of superb quality and pro-General Public that his fine Collection of nonneed by leading local connoisseurs to be the best brand in the Hongkong market.

> A. S. WATSON & Co., Limited. THE HONGKONG DISPENSARY.

On the 14th instant, at "Windermere, Kowloon, the wife of FRANK SMYTH, of a

MARRIAGE At the Peak Church, on the 14th November, 180% by the Rev. R. F. Gobbold, WILLIAM NEWTON, of Hongkong, to EDITH MARIAN POUND, daughter of the late Henry Pound, of Upper Clapton and Enestbourne, and of Mrs. THE Foochow rice harvest has commenced Henry Pound, of 'Linkwood," Tooting Bec Common, S.W.

Note that the state of the stat A . CARD.

I R. and Mrs. HATHERLY desire to b Leapress their THANKS to all their Friends for the great Sympathy shown on h the Occasion of the Death of their son. Hongkong, 14th Nov., 1899. the first of the same of the s

NOTICES TO CORRESPONDENTS.

\*\* Scriptions. Advertisements, &c., be addressed to the Manager, Hougkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accomnamed by the name and address of the writers, not accessarily for publication; but as evidence of good faith. be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly under stood that the laditor does not in any way hold himself responsible for opinions thus expressed.

(he Nongkong Celegraph

HONGKONG, TUESDAY, NOVEMBER 14, 1899.

REUTER'S TELEGRAMS.

The New Division for South Africa. LONDON, November 12th.

The Reserves for the new division for South Africa have been called out and ordered to join the Colours before the 20th.

The War.-Operations in Cape Reuter's correspondent at Aliwalnorth, 7th

inst., states that the Boers have cut the telegraph to the southward of Jamestown and have also cut the hawsers of the ferry at Daltonspont, and the Orange river is now impassible from Zouthan to Norvalspont.

General Buller wires on the 11th that a reconnoitring force from the Orange River station had a skirmish with the enemy four miles to the eastward of Belmont in which Col. Keith Falconer of the Northumberlands was killed, Lieut. Wood of the Lancashires and Lieuts. Bevan and Hall of the Northumberlands and two men were wounded.

A British outpost to the southward of Kimberley reservoir has been missing since the 4th and is supposed to have been captured. The Boers have opened a regular attack on and bombardment of Kimberley.

Mafeking.

Reuteurs correspondent at Mafeking reports that a general attack on that town was. repulsed on Tuesday and fifty Boers were \_\_[1395a killed. Our loss was slight...

Arrival of Re-inforcements. Three troopships have arrived at Capetown, two of which have proceeded to

The War.—The Skirmish at Bolmont.

London, November, 13th, Official details of the skirmish at Belmont state that Col. Gough, with two squadrons of Hussars, a field battery and 150 mounted infantry engaged 700 of the enemy for three hours and then retired. Lieut. Wood, who was wounded in the skirmish, is dead.

The General Attack on Kimberly.

An official despatch states that the general attack of the Boers on the 4th inst. was chiefly with the object of lifting cattle. The Free Staters attacked on the south side and retired. The Transyadlers subsequently attacked on the north side and retired under fire with probably heavy losses. Our losses were one killed and two wounded,

## Mafeking.

'An official from Mafeking states that the town was safe on the 27th October and that the Boers, after two days bombardment, at 2.00 tacked on three sides and were repulsed by the Maxim fire.

Ladysmith. -Reuter's correspondent at Escourt, 9th instant, says that there has been heavy firing in the direction of Ladysmith, and that the sounds indicate heavy naval guns.

General Buller has now 5,000 additional troops at his disposal.

# WEATHER REPORT.

The Observatory report says:-On the 14th at 11.55 a.m. the barometer has risen on the China coast and over Japan, fallen in the Philippines. A depression seems to be situated to the E. of Luzon, and pressure is highest over the N. E. coast of China. Gradients moderate on the coast, rather steep with very strong monsoon in the N. part of the China Sea. FORECASTA -- Strong or fresh N.E. winds; rainy at first, probably improving later.

# LOCAL AND CENERAL.

Bangkok.

H.M.S. Undaunted, now at Manila, has been painted black.

M. A. DOIRE has assumed the duties of French Consul at Foochow in Succession to M. I

H.M.S. Aphigenta may be expected from Shanghai in a few days as she is to be relieved by the Bonaventure.

and the crop is reported to be fairly good on the average. In some districts the growing crops have suffered severely through want THE return of communicable diseases occurring

in the Colony during the week ended on the rath inst. shows one death from diphtheria and one case of enteric fever, from the steamship

WE note that three lines, of underground telegraph cable are being laid along the road running from the barracks, in course of erection, on Gunclub Hill, Kowloon, to Hunghom. They are doubtless to be connected with the forts behind the Docks.

UNLESS the present damp weather quickly comes to an end there will be a good opening for an enterprising person to start a few ferries across Queen's Road by means of mud punts! The new road metal appears to be of a somewhat soluble nature."

AT the Pasteur Institute in Paris, 1465 persons were treated in 1898 and all but three were cured. For the thirteen years from the foundation, of the Institute to the end of the year 1898, 13,181 persons were treated in Paris, and out of this number only 99 died.

WHEN are the Kowloon Rifle Ranges-to be moved? There is a large area of excellent building land on the site now occupied by the Ranges and were they removed to the foot of the hills this might be made use of and the overcrowding of Hongkong relieved to some

THE weather, as we anticipated, did not clear. are in strong force eight miles off. They sufficiently to allow of the meteoric shower filament from all the other vegetable tissues. being observed in Hongkong and we shall have to patiently await the next display, due thirty-three years hence. It is to be hoped that at other points the weather has been more

> By a fall of rock which occurred recently at Niagara Falls the Horse-shoe, Fall has again restored to its proper shape from which it iderives its name. Of late years the Fall has been nearly V-shaped, destroying much of its -natural beauty. From 1842 to 1880 it is stated that 275,000,000 cubic feet of rock had fallen

which should give to the Philippine Islands self-government under a profectorate of the United States would not serve the spoilsmen and speculators in. Washington. Under such a plan of peace the prospective booty in Philippine rice, tobacco and sugar plantations would disappear. Hence there must be some more

A GREAT gas holder has just been completed for the corporation of Birmingham, England, which is 264 feet in diameter and 160 feet high when extended to its full height. Its storage capacity is 8,250,000 cubic feet.

To-MORROW afternoon on the Happy Valley, the Hongkong Football Club (A) will play H.M.S. Endymion, under Association rules. Kick-off at half-past four. The Club team will be :- T. J. Wild, goal; T. W. Hornby and H. Pinckney, backs; C. H. P. Hay, S. L. Jenkins and A. Beattie, balves; H. A. Holmes, J. E. Lee, A. F. Williamson, P. A. Cox and E.J. Libeaud, forwards.

An aquarium will be one of the attractions at the Paris Exposition. A dark incline will lead visitors to it, and suddenly they will feel as it transported to the very bottom of the sea, in the midst of marine landscapes and inhabitants of the ocean. Immense glass tanks' will form the aquarium proper; the buttresses, pillars and girders, which will form the frames of the tanks and hold the glass together will be entirely concealed under rocks.

THERE is a small station on the Chesapeake and Ohio Railroad, near Cincinnati, called California. The town had developed away from the station and the railroad company has moved it to the center of the town? The building measured 60 N 25 feet and was one story high. Iron shoes were fixed under the structture which was raised by jacks. An engine was then hitched on, the rails were greased between the engine and the building, and in exactly four minutes the station was conveyed a third of a mile and the men were rolling it on a new foundation. The work of changing the location of the station occupied only one hour and fifty minutes.

A NATURAL curiosity consisting of a mountain of alum is described in the Le Tour du Monde. It is found in China, 121 miles from the village. of Lion-chik, and bears the name of Fan-chan Mountain. It has a diameter of not less than to miles at its base, and a height of 1,940 feet. For centuries the inhabitants of the country have exploited this natural source of wealth; digging from it yearly hundreds of tons of alum. To obtain it they quarry blocks of stone, which they first heat in great furnances and then in vats filled with boiling water. The alum crystallizes out and forms a layer 6 inches thick. The compact layer thus produced is afterward cut into blocks weighing to pounds.

11.M.S. Centurion leaves on the 24th inst. for THE road from Hunghom to Kowloon City and on over the low pass to the north-east of that evil-smelling collection of hovels is progressing apace and when the bridges, now in course of construction, are consileted, will make an excellent bicycle ride. We note with regret, however, that the shore battery, which is of historical interest as having fired upon Captain Elliot's boats, is being demolished and the granite blocks used as a facing for the road as it skirts the shore. The battery was at least clean and it seems a pity that an old landmark should be destroyed. Gould not the road have been run through the City?. It would then have let in a little light, and air and would have entailed the destruction of many fifthy hovels instead of the shore battery. We suppose the old gans will be utilized as drain-pipes next, and the wall running up the hill at the back of the City broken up for road metal. But what can one expect when even pretty Glenealy was allowed to be descrated?

THE Grand Variety Concert advertised in our columns takes place to-morrow evening at the Theatre Royal. The programme is the fullest and most varied we have had placed before the public and patrons will certainly receive their money's worth. It is certain that the creme of the singers of the colony have been secured, and there are a several of the agtistes we can youch for. We notice that the programme includes Messrs. G. Lammert, C. Crispin, Corpl. Simmers, the R.E. baritone; Sergt. Viggers, the well-known comic in military circles; Sergt. Howell, the Royal Welch Fusilier comic; Mr. Harry Franklin, a tried actor; Mr. Wiltshire, a master of the banjo. Mr. A. G. Ward (our Church oranist), presides at the piano, and the band of the Hongkong Regiment has been engaged for the orchestra. The concert concludes with a smart and enjoyable farce, entitled "The Handy Man, which will be staged by the now famous Royal Engineers' Variety Club. The booking going on apace, and we would advise all our readers wdo can possibly manage to get to the Theatre to go to Robinson's Piano Company and book seats at once.

Philippines, but very good tissues are lurned

out wherever there are Malays, and of late years

by Mongollians and other communities. The

thread is obtained from the pincapple leaves in some curious way which separates the fine It is then partially dried and bleached in sun, and is then carded and spun. After its spinning, and before it is thoroughly dry, it is woven on the old fashioned looms which are busy to-day in Asia. The technical skill possessed by the spinners and weavers is truly admirable. Men are too clumsy for the work and women have a practical monopoly of it, but even amongst them there are many whose eyes and fingers are not quite delicate enough to distinguish between the thickness of one thread and another. The weaving is done within doors and usually in a Malay house, whose bamboo framework walls made of leaves and heavy thatched roof, keep the interior quite dusky and damp. When pro-Trie Philadelphia Record says ... le certemant duced the cloth is plain in colour or clse. made according to an order, or Malay tastes. The finest quality of the cloth is so fine as to be practically translucent, and some tissues which are worth more than their weight in silver would stand successfully the test of the Indian rajah who would accept no cloth unless

he could draw the whole roll through his signet

## HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hong kong Legislative Council was held in the Council Chamber at the Government Offices. there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), Excellency Major-General Gascoigne, C.M.G. (Commanding the troops), the Hon, J. H Stewart Lockhart, C.M.G. (Colonial Secretary the Hon. H. E. Pollock (Acting Attorney General), the Hon. R. Hurray Rumsey (Harbour Master), the Hon. F. H. May C.M.G. (Captain Superintendent of Police the Hon. A. M. Thomson (Colonial Treasurer the Hon. R. D. Ormsby (Director of Publ Works), the Hon. Dr. Ho Kai, the Hon. T. H Whitehead, the Hon. E. R. Belilios, C.M.G. the Hon. Wei A Yuk, the Hon. J. J. Keswick Mr. R. F. Johnston (Acting Clerk of Councils.)

FINANCIAL MINUTES. The Colonial Secretary laying on the table the financial minutes Nos. 20 to 24 moved that they should be referred to the Finance Committee. The Colonial Treasurer, begged to second this motion which was carried. FINANCIAL RETURNS.

The Colonial Treasurer laid on the table "Financial Returns accompanying the draft estimates for 1,900 and said "--he had to request the honourable members to accept this amendedstatement in place of one laid on the table some weeks ago. There was an unfortunate clerical error which made the estimated balance of assets at the end of this year larger than should have been. I may say however, that indications show that since this statement was made out, the original balance of \$413.000 oddwill be more than exceeded at the end of the

The Hon, T. H. Whitehead-said it appeared from the statement dated 13th March that the balance of assets on the 31st December last year was \$213,000 odd, but he saw by the statement dated 20th September that the balance of assets for 1898 was increased to \$251,000 odd. The statement as it stood was unintelligible and incomprehensible. There could not be two balances of assets on the same date. Either one to the other must be incorrect. An explanation should be given; there could only be one balance

The Colonial Treasurer said that this was the form in which it had been published in former years. However he would have the

matter looked into. The Hon. T. H. Whitehead-In the statement of the 13th March there is a deduction from the balance of \$123,000 (1893 loans). It would be a matter of very great interest to members of the Council if in connection with the estimates for next year a statement were provided giving details of the expenditure on each public work for which the money was borrowed, and whether there is any balance of the loan remaining on hand.

The Colonial Treasurer - That shall be

The Questions of the H. H. T. Whitehead having been answered as given in our last night's issue the council resolved itself into Committee on the Insanitary Properties Bill. The Acting Attorney General-The amend-

ment I have to propose first of all is that the following words he added to sub-section a of clause 7:—" A window or windows, having a total area clear of the window frames of at least one-twentieth of the floor area of the principal room or rooms of such building, shall be provided, opening into such open space," That, sir, is the amendment which has been circulated to honourable members. I think, perhaps, it would be improved if after the word " provided" the words," upon every floor," were inserted. I think, sir, that will be a very desirable provision to be introduced into this Bill. I understand that there is going to be a good deal

of discussion upon it. I understand it is going to be contended that this would be too great a provision to make at the rear of some of these buildings, but I would point out that in cases where there would be any hardship caused by such a provision as this it is open to the Governor-in-Council, under sub-section cof clause 7, to modify the requirements where such modification may appear necessary.

The director of Public Works had looked into this question, and thought that what was proposed by the Honourable Attorney-General would provide for a much larger window than was necessary, and a window which sometimes it would be impossible to put into a wall. Take a room of quite an average size-30 feet by 13% feet, or 405 square feet. To provide a window one-twentieth of the floor area would mean a window five feet by four. The wall abutting on to this open space would only be ra freet-six-inches.- In-many-cases it would only be six or seven feet, and to put a window five by four in such a wall would be scarcely possible, he meant there would be hardly sufficient wall to hold the window. It would be all window and no wall. In a room 40 by 13 it would be more difficult still, and there were many rooms in the colony-in places like Bonham Strand 40 feet deep .- He thought it was not desirible they should have an immense number of exceptions to this rule and appeals. constantly made to the Governor in Council or to the Sanitary Board for exemption. ... It would bemuch better to have a general rule. ... With that in view he had prepared the following amendment :- That at the end of sub-sectionof clause 7 the following words be added: "And must be provided on every floor with window of at least ten square feet superficial area opening into such open space. The area of such window shall not be included in calcu lating the window area required by subsection a of section 8 of Ordinance 15 of 1894." window of ten square feet means a window of four feet by two and a half, which is a very respectable window indeed to a bed-room-quite, enough to admit light and air into a room. his opinion it would be big enough win THE finest pineapple cloth comes from the dow in all the cases where such windows were

The Hon. C. P. Chater-I think a very big window would be a great mistake for the very good reason, that the chances are a big window would never be opened. It would be permanently closed whereas if you put in one the size mentioned by the Hon. Director of Public Works there is some chance of having it kept

open nearly all the time. The Hon. T. H. Whitehead-I propose that at the end of sub-section b of clause 7 these words be added :- " If the entire depth from frontage to frontage exceeds 50 feet." The provisions of sub-section b as it stands would be unreasonable. I think that anything under 50 feet should not be regarded as two domestic

sub-section b meet the case? I think the houses referred to by the honourable member are the houses between Jervois Street and Queen's Road, but I do not know how many there are: the houses referred to.

then know what they have to work upon, His Excellency the Governor-On yes : T think it will be better to have it in the

Ordinance: to have the words "other than corner houses."

His Excellency the Governor I think it of an hour afterwards when the crow started to make the search the pirates who had come on

The amendments were accepted. The Hon. T. H. Whitehead-I would suggest that after the word "The" at the com-

mencement of sub-section o the words "The Sanitary Board with the consent of the Governor in Council " be inserted. The Colonial Secretary—I do not see any objection to the adoption of the proposed

amendment. It practically amounts to the The Hon. T. H. Whitehead-It is extremely unlikely that the Governor would not approve of what the Sanitary Board had sanctioned. The Attorney General suggested the insertion of the words "of this section" after the word

"requirements." The amendments were accepted

also the latter suggestion, and the Committee:

passed on to the consideration of Sec. 8. The Acting Attorney-General-After the the word "domestic building" in clause a l propose to insert the words which were circulated to honourable members after the words "Part of the domestic building"; and also at the end of clause a. I propose that the words, just added to clause 7 on the suggestion of the Director of Public Works be added instead.

I would suggest also that in the 3rd line of the 4th paragraph the words both ends should be substituted for either end and in the second line instead of street to read thoroughfare. The amendments were accepted.

The Acting Attorney-General-In clause 14

I think it would be an improvement if after

the word " person " in line one the following words were inserted :- "And the secretary or manager for the time being of any company or corporation". I think that will read better, as it appears to read now, that the company or corporation is to be sent to goal. That will involve as consequential amendments that in line 9 instead of, "the offender" "such person secretary, or manager" should be substituted and that in the last line but one instead of "the offender" "such person, secretary, or manager" should be substituted. Then the clause will read :- Every person, and the secretary or manager for the time being of any company or corporation committing an offence against this Ordinance in respect of which no penalty is otherwise provided by this Ordinance shall be liable, upon summary conviction, to pay a fine not, exceeding fifty dollars and in default of payment thereof to imprisonment with or without hard labour for, a term not exceeding one month, and in any case -where in the opinion of the Magistrate the offence is likely to be continued, the Magistrate may require such person, secretary, or manager to contply with this Ordinance within such time as he may direct and may inflict a further penalty not exceeding five dollars for every day after such date, during which such person, secretary, or manager shall faid so

These amendments were accepted and the

Council resumed. THE ESTIMATES. The next item on the agenda paper was ;-Committee on the Bill entitled an Ordinance to apply a sum of \$2,681,651 to the public ser-

vice of the year 1900, The Col. Secretary -- It was originally intended to have a meeting of the Finance Committee at 2,30 but it was postponed as the members were not ready to consider it. I beg to move that the 2nd item in the orders of the Day be discharged.

The Colonial Treasurer seconded and the proposition was carried. The Council then adjourned till Thursday

week after some discussion it being decided to hold a meeting of the Finance Committee on Wednesday week. FINANCE COMMITTEE.

A meeting of the Finance Committee was

then held, the Colonial Secretary presiding. The Chairman said the first-minute was one in which the Governor recommended the Council to vote a sum of \$1,400 in aid of the following votes :- Provision for Prisoners \$900.00, Fuel and Soap \$500.00, Total \$1,400.00.

The Chairman said the next minute was one in which the Governor recommended the Council to vote a sum of \$44,019.95, in aid of the following votes :-- Provisions \$2,800.00, Medical Comforts \$200.00, Fuel and Light \$300.00, Washing Soo,co, Incidental Expenses \$400.00, Coal for Health Officers' Launch \$130.00. Repairs for Launch S129.95, Total \$4,019.59. He said that the Principal Civil Medical Officer had explained that the excess in provisions and medical comforts was caused by an increased number of patients, there were 120 more up to the 31st. October than in the corresponding period last year. Then more money had had to be paid for milk owing to -the outbreak of rinderpest having obliged the Hospital to go to a fresh place for milk:

Carried. The Chairman said the next minute was cone in which the Governor recommended the Council to vote a sum of \$7,700; in aid of the vote for "Telegrams sent and received by the Government," This increase had been chiefly caused by telegrams sent in connection with the Kowloon extension, the West River, and other matters.

The Chairman said the next item was one inwhich the Gavernor recommended the Council to vote a sum of \$14,000 for the parchase of arms. and other stores for the Police Force. It had been considered desirable to re-arm the Police Force with the Martini-Enfield carbine.

Answering the Hon. T. H. Whitehead, the Captain Superintendent of Police said the old carbines were practically worn out and would not realise much if offered for sale. The Chairman I am suro-if-wo can get a good price for them we shall do so.

Carried. The Chairman said the next item was one in which the Governor recommended the Council to vote a sum of \$27,000, in aid of the following votes in the Sanitary Department: Incidental-Conveyance Allowance \$250.00, Uniform for Staff \$650.00 Electric Lighting of Central

Market \$1,200.00 Watering Streets, \$600.00;

Total \$2,700.00. The was all the business.

# PIRACY ON THE WEST RIVER.

The facts of the attack on the river steamer Cheong Kong flying the British flag, are briefly these, as told to our representative by Messre. Tung, Kec, the Hongkong agents for the Kwang Wan firm. The Kwang Wan firm have three steamers

running hetween Samshui, Kongmoon Kam-The Acting Attorney-General-Would not chuk, and Hongkong flying the British flag and, built in the same manner, with an upper deck with cabins for passengers; the lower or main deck being used for cargo. The size of the boats is roughly. The Hon. T. H. Whitehead-Said they were about 150 feet in length and they are under 60 tons register, so do not need to carry European The Hon C. P. Chater-If it is Inid down in officers, but carry arms for the protection of the Ordinance it will be better. Architects will the crew against pirates. Further precautions see if they have any concealed weapons. This search is supposed to be done before the vessel. leaves the wharf, but on this especial occasion The Harbour Master-Would it not be better the Cheong Kong postponed doing it until well underway, after leaving Kumchuk, where she after the first "building" instead of where had picked up some passengers. She left Kum chuck at 4 p.m. on Sunday, and about a quarter.

board at different places in parties of three or four, made their attack on them, wounding the master of the boat. A man went down to the engine-room to intimidate the driver; whilst the remainder collected the valuables from the passengers. They afterwards compelled the master of the boat to land their, plunder at Cha Tau San, and then sallied forth for fresh game, which was soon met in the shape of a steam-launch towing a cargo junk. The steam-launch, guessing their fell purpose, simmediately opened fire, which the pirates returned The battle lasted for about half an hour, evidently without doing much damage, as we were assured no was hurt on the Cheong Kong. Then the people on the launch cut loose from the junk and allowed it to fall into the hands of the pirates. A rich haul was then made from her, seventeen cases of opium and a box of gold coins amounting to \$2,000 being captured. The pirates then steamed back to Cha Tau San where they landed their booty, and allowed the Cheong Kong, to proceed on her voyage to

The affair was reported to the Central Police Station by the master of the boat yesterday afternoon and she left again on her usual run

## BORDER RACES IN SOUTH AFRICA.

The possibility, not only of war with the Transvaal, but of misunderstanding with the Orange Free State, makes it opportune to inquire as to the probable attitude of the native populations resident either within these Republics, or just without their borders. Are the Boers so cruel to the anatives that they will take up arms against the Dutch+if the chance presents itself, and will the Swazis take sides against the Transvaal, and the Basutos against the Free State? There are questions as to which the opinion of H.R. Fox-Hourne, the experienced secretary of the Aborigines' Protection Society, was asked yesterday. This society, it perhaps hardly needs to be remarked, has no political leanings, its sole anxiety being that aboriginal races should get fair play concurrently with the advance of civilisation. Mr. Fox-Bourne agrees that in the old days the Bodrs have been the native's hardest taskmasters. It was largely because they objected to give up slavery that they originally trekked " into what are now the Free State and the Transvaal. The more old-fashioned of them believe to this day that the blacks have no souls; and that they must be considered merely as animals. But, for all that according to Mr. Sclous and others, the Boers in these later days treat the blacks as kindly as, and in some casee more kindly than do English settlers. They do not give them justice in the counts of law, but they know their possibilities better than the young colonist just arrived in Rhodesia. It is a case of one man knowing how to handle a horse, and another expecting to get a week's work out of him in a day.

This comparative humanity of the Boers, as Mr. Fox Bourne calls it, no doubt counts for something. On the other hand, as he phrases it, if Afrikanders and Englishmen should get to blows, there will be an opportunity for turblence on the part of the blacks, and possibly some altempt to get back the country for themselves. The primitive trouble of the Boers might come in the Zoutpansberg district, where there is an enormous native population. Until within recent years they had this hilly northern district pretty much to themselves. The Boer farmers were content to remain in the south, and the natives were allowed to do practically as they pleased. But when English settlers inindustry developed, many of the young Boer famors moved northward. Friction soon arose in the Zoutpansberg district. It was followed by expeditions against certain chiefs, and there were disturbances which showed that Joubert's boast that the Transvaal alone knew how to deal with the native question was too precipit-These blacks in the north, numbering many thousands may, of course, be glad of an occasion for revenge. In the Orange Free State, on the other hand; the condition of the

no' complaint, the number as well as the

character of the employment of the blacks

being carefully restricted. What of the people of Swaziland? Mr. Fox-Bourne thinks that a possible danger lies there. There seems no doubt that if the Jameson raid had not "fizzled out," there was great probability of the Swazis, who number some 60,000, stirring up native feeling in other parts of the country and making an effort to secure independence from the Boers. The Swazis have always been angry with the British Covernment, for not giving them protection when they asked for it. They thought it had been guaranteed them by Sir Evelyn Wood, at the close of the Transvaal War, during which they came to our assistance against the Boers. But in the end our Government placed Swaziland under the protection of the Boers, and the Swazis niways regarded themselves as betrayed. Mr. Fox-Bourne thinks that if they get a chance of making a disturbance on, the eastern border, of the Transvaal they are very likely to do it. "They will not side with the Boers, and I don't suggest that they will side with the English. But they may do a lot of slaughtering, and it may be the Matabele rising over again," The kinsmen of the Swazis and other natives in Portuguese territory might, of course like to bear a hand in a "shindy," but that is not regarded as a very serious con-

The Basutos, who are to the southward of the Orange Free State, have always resented any exation to Cape Colony, which was their former lot. Since 1884, when their country became a Crown colony, they have been left largely to work out their own salvation, under the administrative care of such wise officials as Sir Marshall Clarke and Sir Godfrey Lagden; Theirs has been an ideal condition of home rule, and the country has made great progress. But the fear of reincorporation with the Cape Colony is apparently still before their eye. Such a possibility was evidently brought home to them by the Jameson raid. "Rightly or wrongly," said Mr. Fox-Bourne, "there is a tremendous native fear of Mr. Rhodes. This accounts for the natives in Cape Colony having voted for the Afrikanders at the last general election. Everybody was surprised that the natives should vote for the Dutch party rather than for the English. but it was avowedly to keep Mr. Rodes out." It is here, it is urged, where the danger lies, for while in the event of trouble in South Africa, the natives who have most grievances against the Dutch would naturally attack them, those that day 2,000 Masons from all parts of the who few Mr. Rhodes with or without reason. of the continent will gather there to witness the will not be very friendly disposed to the Eng- exemplification of the ancient cryptic degrees, lish, In the case of Basutoland there are with rich costumes and elaborate scenic effects certain frontier difficulties with the Free State. and the Basutos have never forgotten that half Kansas, whose thrice illustrious master conof the Republic consists of territory which was | ceived the plan. Five hundred petitioners will once their own., Mr. Fox-Bourne nevertheless present themselves at that hour to take degrees | did run from the chart room to the top of the thinks that there would be danger if they got which in due time will permit them to pene-He idea that the Cape was riding roughshod trate the mysteries of the ninth arch. Besides

Numbering upwards of 200,000, the Basutos | sacred to the craft, to be left there until the are described as a stalwart race of man, far century has elapsed. Africa. To the south east of Basutoland, lie | lowers of the brotherhood attempted these cere-Transkei, Pondoland, and East Griqualand, monies, On this occasion the rites will be

the Boer yoke, that they might throw in their of their fear of the adventurer. The Basutos, for the same reason, he believes, would be more likely to sympathise with the Dutchmen, especially if they had guarantees from the Free State. In short, native feeling may largely aid or may seriously retard us in the event of a campaign such as seems in prospect.-Daily Telegraph.

# PRAYER BEFORE BATTLE.

The following verses were published in the Sun of 11th ultimo, just after the receipt of the Boer Ultimatum in London :--

Grim is the hour, and closer comes the enemy; Stand to our arms, the time is drawing nigh; Face to the front and fearless wait the brunt, Ready to conquer, resolute to die.

Sternly erect, in calm and silent dignity, Dress to the lines or form the British square, And while they wait, in cowardice of hate, Pause we awhile and bow the head to prayer.

Lord God of Hosts, Jehovah, God of Sabaoth, Be Thou our shield, the buckler, and the Grant us Thy might to conquer in the fight,

Give us this day if 'tis Thy pleasure, Lord. We have not sought the warfare that we soon must wage.

shame: Therefore, the sin is theirs that they begin; Therefore we fight, and honoured be Thy

We have given way till surrender was our

For they oppressed us into the captivity, Treacherously shackling the labour of our

And with jugglery of lies have subdued us to Despoiling us of Freedom and the right of Fatherland.

And they trafficked with our honour, and betrayed our simple loyalty, And they took us in an ambush that our faith refused to see,

And the men who roled the waves are become as soulless slaves ; The people Thou hast chosen, Lord, Thy folk who should be free.

And our women and our children they have vexed in wicked cruelty. And the terror of our loved ones was amusing

to their mood: We have seen our women weep when they thought their men asleep, And have we'pt, too, the hidden tears of blood.

Yet we withheld, because we were the Holding it unworthy to strike a weaker foe;

And they mocked us to our face, and they flouted this our grace---Therefore we fight, since they will have it

Still we forebore, and they called it fear and And, in their stiff-necked folly, they held our

name for nought; creased in the Transvaal, and the mining Till at last their tyrant hand lay too heavy on the land--Therefore we fight, as our fathers would have

> So to the front for justice and for liberty, As the British-born have so often struck

The tyrany we suffer they shall suffer never

native population is stated to have given rise to, Into Thy hand we lay our glorious destiny, Thou see est all, in Thee we nut our trust ; And so we dare to pray on this stern and

dreadful day, And so we dare to fight, since we know our cause is just.

We have all sinned forgive us then our

As we forgive each one his private wrong; ---

Tis for the common weal we have drawn our stubborn steel, The nation suffers all too much, has suffered all too long.

Now come their cohorts. Lord! give us the

Aid Thou our arms, as in the olden days; Hold us to the attack, for now we go not back Hear us and help, and Thine be all the praise.

And when we triumph, teach us to be merciful, Hold Thou our hand from wantonness to And teach us to forgive, that our foes repent

and live : Save us from anger, purge our pride away. Grant us Thy grace, that in Thy sight we may

The justified; Let our hearts be single, and our hands be clean to fight; Give us a sign that we, O Lord, are Thine,

Now we advance, our pulses singing victory; Shall we be less than, our kinsmen have all Theirs was to die or do; we will be English,

God protect England, God save the Queen

# ANCIENT MASONIC RITES.

ALFRED SLADE.

CEREMONIES NEVER ATTEMPTED SINCI PERFORMED IN SOLOMON'S TEMPLE TO MARK THE OCCASION.

The Chicago correspondent of the Philadelphia Record writing on September 16th says -Next Thursday morning as the sun's first rays strike the top of Pike's peak there will be performed on that hoar and lofty summit Masonic rites as impressive as the mountain itself and older than the Christain era. On by members of a council from a little town of over the Dutch, because they would form the this there will be deposited in a crypt built in impression that that was to be their own fate. one of the great bowlders on the peak treasure

more pure-blooded than the Bechuanas, on the 18 "Never since the traditional ceremony upon They and the which the order is founded was performed in Zulus are spoken of as the Normans of South | Solomon's tomple at Jerusalem Liave the fol-

it is thought, there may be some unrest, but the was planned by Edward W. Wellington, thrice phet is not without honour in his own country, natives are not fighting men like the Basutos | illustrious master of Ellsworth Council, No. 9, | good King Humbert of Italy elevated Marconi and the Swazis. To sum up, Mr. Fox-Bourne Royal Arch Masons, and was first proposed as from plain Signor to Chevalier, which means thinks that the Swazis might seize the oppor- an excursion for members and friends of the that this Morse of wireless telegraphy is a tunity of a war with the Transvaal to throw of order living in Ellsworth, Kas. As the idea became known to Masons, however, its novelty lot with us, or act independently on account appealed to them, and in a short time the affair took on a national character.

## THE LOSS OF THE "WHITE CLOUD."

AN AMERICAN ACCOUNT. We have generally credited our American cousins with being possessed of lively and startling imaginations and the following account of the loss of the White Cloud; as published in the Philadelphia Public Ledger of 3rd ultimo, certainly tends to show that they are still worthy of our admiration:

WHITE RATS SINK A STEAMSHIP. The Olympia brings news of the loss of the steamer White Cloud, a paddle steamer, which was proceeding from Hongkong to Manila under an American charter. The vessel foundered when about ninety miles from Hongkong, and seven men were drowned. The crew had just time enough to get away from the steamer when she foundered. The mate's boat, containing six besides himself, was drawn into the vortex with her. The Captain's boat, containing six people, was picked up by a Chinese juni and taken to Shanghai. The disaster is said to have been due to the ravages of the white

# FEELING IN THE RANKS.

rat. The vessel's seams opened out and she

simply collapsed.

The aldershot correspondent of the Sun, writing on the 11th último, on the preparations going forward for the despatch of troops to South Africa says :-

ANXIOUS FOR WAR.

Among it all, for good or for evil, there is keen desire for war. You can't speak to a man who is ordered out who is not delighted. I did not find one who was not of the first to move who was not bitterly envious of those who were. Probably never since the Crimea have our men been so keen for the struggle as they are to-day. You hear them quite calmly discuss the varying degree of mjury which different bullets will cause them. Also the best way to avoid further injury when once you'are down. And they joke about the whole business a intervals like schoolboys about their games. "I'll blow the whiskers off the first Boer I get in front of," said one great Irish chap; "and then I'll vaccinate him wid the pint of me ba-

yonit and gunpowder." USE FOR KRUGER'S WHISKERS. "Hould hard now," chimed in another of the Irishmen. "I've jest said goodbye to me sister, and I promised to bring back owld Kruger's whiskers for her to make a pair ov stockings

Both these men, curiously enough, were serving in the "Welsh" regiment, and two others with them, of the same corps, were Cockneys. Much joking they had about the goat which heads the battalion. "Begorra, it owld Billy sees Kruger's whiskers he'll want to toss him double-or-quits for 'em, and I'll lay two to one on Billy.

I asked them what they thought of Michael Davitt and other renegade Trishmen who were disgracing the names they bore. . "Davitt, is it?" one replied. "I only wish the likes av him would be in front of the first line when we get to close quarters."

"Sure these men are not Irish - they're dogs," he continued, and his friend chipped in with, [ been kneely interested in electricity. As he "Tpray God I get a poke at some of them Johannesburg chaps what's volunteered which he used to telephone to his sister in Though they're better than Davitt and the likes | another cornersof a room in his father's chateau or him, who stay at home and bleat while the at Bologna is not beyond memory. other sheep has their throats cut."

Bitter hatred and contempt have these fine For the future of our sons are we shouldering | chaps for the so-called patriots who have made money and position out of a peasantry's suffering. And as to the Boers, they can find it in their hearts to respect their "check" and pluck, while wondering at their obstinacy and folly. But they are eager to get at him now. They have one cry on their tongues-"Fancy the dirty tykes hitting the men and spitting on the women!" For those blows the Boers will pay more dearly than any other little recreation they have ever known.

# CHEVALIER MARCONI.

ALCHAT WITH THE INVENTOR OF WIRELESS

NEW YORK, October 1st. When you meet Marconi you're bound to notice that he's a "for'ner." The information is written all over him. His suit of clothes is English, in stature he is French, his boot heels are Spanish military, his hair and mustache are German, his mother was Irish, his father is an Italian, and altogether, there's little doubt that | he was very much happier, and said he guessed Marconi is thoroughly a cosmopolitan.

the yacht races on the steamer Ponce. With his wireless system he was reporting the great | fourth from the Hoffman House to the Ponce, contest for the Herald -- as the Herald has already informed you in 311 columns of small | cents.

His "prison pen" resembled the pictures of Dreyfus' place of confinement on Devil's Island. The prison itself was the Ponce's chart room, and the pen, was a sort of narrow yard fenced off with boards between the chart room and the ship's rail. In this inclosure the Herald permitted the prisoner to take his constitutionals. To keep the public at bay, they put up the effective sign, "Beware of live wires," As we have faith Thou wilt defend the right.

EASY OF ACCESS. With my heart making love to my pharanx, with eyes on the lookout for live wires and a concillatory smile for the Herald sentry within the prison pen, I asked if I might see the great

Marconi came out of the chart room, leaped the board fence of the inclosure, crossed the deck to where two steamer chairs stood, threw himself into one, gave me an assignment to cover the other, and said: "Glad to see the

Telegraph-what's up?" The genius who sat beside me, as before suggested, was no bigger than a Frenchman and not older than a quarter century. He was a mere boy, with a boy's happy temperament and enthusiasm, and a man's serious view of his life work. His hair was a trifle red, his manner a little nervous and his eyes a bit dreamy.

From where we sat we could hear sounds coming from the chart room, as if somebody in there were striking parlour matches as rapidly as possible one after another. That was Marconi's operator sending Columbia-Shamrock, telegrams by the Morse code, but without wires, to the receiving station at Navesink, many miles away. The "Beware of live wires" sign was excused by the fact that such a wire actually mast, where the message spread out into the air in Hertzian waves, after the fashion that ripples spread out in a pond following the

splash of a stone. "Fine day, Chevalier," I said.

HE IS A CHVALIER. Chevalier was the ultra-proper mode of ad- Tuesday, 14th November, 1899. dressing this young Italian, for thus I had been. Chinese-12th of 10th moon of 25th year of previously coached by the Chavalier's manager. Kwang-su, through the races, of speaking of Marconi as Sels ...... 5hr. 10mln.

now incorporated with Cape dony. Here, unique This pitgrimage of cryptic Masons Signor. For not long ago, to show that a pro-

Knight of Italy. "Thanks," said the Chevalier. "That's the first time I've been given a title in this country. But mister's good enough for me and-hang the weather, I wish it weren't so almighty fine.' And he explained that his wireless system worked better in stormy weather. A gale, a hurricane, the wind at a great gun pace--"even 'a fog," added the Chevalier, accepting another gulp and cherry proffered by a steward, "would Chinese-13th of 10th moon of 25th year

suit me better than this fine weather." He seemed to be getting the news ashore all right, despite the heavenly day. He even received messages in the chart room direct from shore-stock quotations from the floor of the 'Change twenty miles away, sans wires, sans cables, sans any kind of trickery. His wireless bulletins were sent, indeed, as by magic. The readers of these bulletins on shore were separated from Marconi by only a few seconds.

BOXES ARE MYSTERIOUS. The tin box arrangements that sent the messages were the nearest possible things to operator on the key board was accompanied by a flash, an electric spark. Every dash was accompanied by a bluish stream of sparks, making a sort of miniature electrical pyrotechnic exhibition. And each spark and stream of sparks were accompanied by a hiss or hisses, noises before alluded to as sounding like the striking of numberless parlour matches.

"Infernal," I repeated. And Marconi, with his eyes in dreamland and his thoughts in Nevesink, told me that once his apparatus had really been mistaken for an internal machine, to his sofrow. It was when he first arrived in England. The custom house inspector there mistook his weird looking tin boxes for bombs, and proceeded first to drown them and secondly to smash them. When Marconi arrived and found his apparatus, the labour of many months, entirely destroyed, he laughed and set cheerfully to work making more bombs of the same kind.

This happened early in his career as a scientist, just when he began to commence to be the Morse of wireless telegraphy. Until this time he had been conducting experiments on his father's estate, near Bologna, in Italy.

HAS SENT TIO MILES. During this first year he succeeded telegraphing without connecting wires up to a distance of two miles. Since then he has increased the distance to 1.10° miles. Backed by the Prince of Wales, he has sent messages from the royal yacht in Cowes Hay to Osborne House, in the Isle of Wight, a distance of fourteen miles. At the Kingstown regatta the Daily Express of Dublin got the news of the races just as the Herald is covering the Shamrock-Columbia races now; that is, by means of a Marconi apparatus on board a yacht that followed the contesting boats and

Marconi receiving station on shore. Then the Chevalier introduced his system in the Italian navy, where for two years it has been in constant use. Every ship in Humbert's fleet has a Marconi station aboard, and these ships talk to one another when moving at full speed, two, three, ten, even twenty miles

Marconi next succeeded in talking across the E. glish Channel, and then be came to America to report the yacht races without wires, and thus show the American nation how he can annihilate space at a cost very much less than that of cables, telephone and telegraph wires. Guglielmo Marconi -- that is his whole name, but better be content with Marconi-has always

is only twenty-five years of age, the stage at

A BORN SCIENTIST. While at school in Leghorn and at University of Bologna, he showed the greates aptitude for scientific experiments of all kinds In 1895, much to the disgust of his father, who preferred his son to be a man of business rather than a dreamer, the boy took up experimenting exclusively in the field of wireless telegraphy.

During his stay in New York Marconi is living at the Hoffman House near the sky line, where he can get away from the noise and turmoil, which he hates. He is a great worker, and the sky line at the Hoffman gives him the necessary quiet he needs in the evening to pursue his labours.

Of course, I asked him what he thought of America, informing him that New York was all the continents "Well," he said, "America may be all right, but your New York is simply pursebreaking A New York cab costs me four times as much as a London cab, and say-1 guess I'm not unlike tens of thousands of Europeans; I'd like to live here, but I can't

The next day when I met, Marconi, however, he could pay his way about the streets here for I had the pleasure of meeting Morconi during | awhite yet, anyway. He had found a cabman who had contracted to take him back and at the foot of Twenty-third street, for forty

> IS ANNOYED BY CLARK. But now the Chevaller has another annoying matter to confront. A man-named Clark has rigged up his own wireless telegraph system on the steamer Grande Duchesse. Clark made his instruments from printed descriptions, found in the patent office and elsewhere, of Marconi's apparatus. On Tuesday the imitator of the only Marcohi succeeded in getting a message through space to the shore-but no one could read it. And so Marconi though somewhat annoyed, still chuckled. GILSON WILLETTL.

-N. Y. Telegraph.

# SHIPPING REPORTS.

Captain Davis, of the steamship Haiching, from Foochow, reports: - Foochow to Amoy experienced light winds and fog, Amoy to Hongkong fresh N.E. wind and heavy rain. Steamers in Swatow:- Hoikpro, Chunsang and Hangchow.

NOVEMBER. Meteorological means based on fifteen years observations to 1898.

Birometer ......30.103 TO-DAY. WEATHER "REPORT. On date at -On date at . 10 A.III.

Humidity ......87 TO-DAY.

Barometer......30.04

Temperature .......... 66

High water Morning .......... 6hr. 35min. Afternoon ..... Ohr. 35min. Low water-Morning ...... ohr. 16min. Afternoon ..... ohr. 11min.

ANNIVERSARIES. 1830-Loss of Messrs. D. Lapraik & Co.'s steamer Douglas in the Haitan Straits. 1860-Convention signed between Russia and

1881-The British North Bornea Co. incor porated by Royal Charter. TO-MORROW.

Kryang-sii. Sun-Rises ..... Ohr. Iamin. Sets ..... 5hr. 16min. High water-Morning ...... 7hr. 26min. Afternoon ..... 7hr. 7min. Low water-Morning ...... Ihr. 12min. Afternoon ..... ohr. 48min. ANNIVERSARIES.

Wednesday, 15tli November, 1899.

1841-The Emperor appealed to the nation to continue the war against the English, 1863-Death of Frederick VII, of Denmark.

1868-H.M. gunboat Gnat lost in the Palawan infernal machines. Every dot made by the 1887-The British steamer Wah Yeong burned in the Canton River, about 250 Chinese burnt or drowned.

1889-Overthrow of the Brazilian Empire and exlic of Don Pedro. 1897-Armed gang robbery in Burd Street. 1808 - German warship Kaiser struck a rock

near Foochow. Filipinos take Panay Island. Tapanese,

SHIPPING AND MAIL NEWS. MAILS DUE.

French (Oceanien) 21st inst. American (Gaelic) 22nd inst. American' (Hongkong Maru) 29th inst. Canadian (Empress of Japan) and prox.

Australian (Chingtu). 19th inst.

American (China) 7th prox.

The steamer St. Regalus left New York for the Straits, China and Japan on the 1tth inst.

The M. M. Co.'s steamer Oceanien with the next French mail, will leave Singapore to-day Tuesday at 10 p.m. for this port via Saigon.

The P. M. S. S. Co.'s steamer China with mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 9th instant. The O. & O. S. S. Co.'s steamer Gaelic with

mails &c. from San Francisco to the 24th ultimo, via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba...... at Kowloon Isla de Luzon ........ Simla....... II.I.G.M.S. Deutschland, FI.M.S. Linnet ...... Hohenzollern ....... Adolph Obrig ...... n Sullberg ..... D. Juan d'Austria ... Mongkut .....

PASSED THE CANALA.

Outward -17th October - Arab, Avalu. Queen Cristina. 20th October - Patroclus. Socolra, Telena. 24th October - Ambria, Asama, Catania, Khalif, Singapore. 27t October - Benalder, Glenartney, Oceanier, Kamakura Maru, Kirklee, Norman Isle. 31st October-Sarnia, Afridi, Ulysses, Burmo 3rd November-Ernest Simons, Strathgyl 7th November - Glenlock, Prins Heinrich Macduff, Clio, Kostroma, Eleanor.

Homeward - 7th November - Sarpedo. Sado Maru.

SWATOW WEEKLY SHIPPING REPOR ... (11th November, 1899.)

ARRIVALS. Where from. Nov. 6 Haimun .... Hongkong ...... J. M. & C 6 Chowtai ...... Halloong open Amoy manners. Maidsuru-Marth Haitan Same, Hongkorty ...... Newchwang..... 9 Tamsui Maru ... Hongkong ............... B. & Co. " C'foo & Newchwang, B. & S. B. & S. " 41 Leonglong ...... Amoy Newchwang, L. Y. & C. 650 & Newchwang, B. & S.

DEPARTURES. Date. Vessels. Destination. Agents. Tamsui ..... Newchwang ..... B. & S. 7 Hailoong agam. Hongkong amana Maidearn Marua Hongkong ..... o Glenfalloch ...... Singapore & Penang. L. Y. & Hougkong & Canton Thales Hongkong Hongkong Woo Kee
Trym H'kow & Chinkiang, Woo Kee
Hongkong H, & S.
Haitan Amoy J, M, & C.
Taksang Shanghai SHIPPING IN PORT.

Where from

Arrivals. HAICHING, British steamer, 1,267, W. Da 14th Nov., -Foochow 10th Nov., An 12th, and Swatow 13th, General.-Doug Lapraik & Co. LOONGMOON, German steamer, 1,245,

Schulz, 14th Nov.,-Canton 13th N General.-Siemssen & Co. VINDOBONA, Austrian steamer, 4,000, C. Bel 14th Nov., -Trieste 23rd Oct., and Sin pore 7th Nov., General.-Sander, Wieler

PLOVER, British gunboat, 453; Lieut.-Comdr. C. V. de M. Cowper, 14th Nov.,-Yokohama 4th November. SUEVIA, German steamer, 4,129, Th. Færck, 14th Nov., -- Moji 8th Nov., Coals. --

Carlowitz & Co. KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 14th Nov.,-Kuchinotzu 9th Nov., Coal.-Mitsui Bussan Kaisha.

Butterfield & Swire.

Nov.,-Chemulpo-7th November. HANOI, French steamer, 739, Pannier, 14th Nov., Haiphong 12th Nov., General. A. R. Marty:

TETARTOS, German steamer, 1,57417. Desler, 14th Nov., - Moji 9th Nov., Coal. - Siems. sen & Co.

Clearances at the Harbour Office. Pak Kong, British str., for Canton.

Independent, German str., for Cobu. Haling, French str., for Haiphong. Picciola, German str., for Saigon, America Maru, Japanese str., for Shanghai.
Hoikong, Portuguese steam-launch, for Macao. Shantung, British str., for Cebu. Haiching, British str., for Swatow. Saikong, British str., for Samsul. Legazoi, Spanish str., for Manila.

# Departures.

Nov. 14, Independent, German str., for Cabu. Nov. 14, Thales, British str., for Swatow. Nov. 14, Kiukiang, British str., for Shanghai. Nov. 14, Germania, German str., for Singapore. Nov. 14, Haimun, British str., for Swatow. Nov. 14, Wahn, British str., for Newchwang. Nov. 14, Scechuen, British str., for Canton.

Nov. 14, America Maru, Japanese str., for San Nov. 14, Carlo Alberto, Halian cruiser, for

Passengers-Arrived.

Per Vindobona, from Singapore-418 Chi-

Per Haiching, from Coast Ports-Mrs. O. Sallman and maid. Mr. and Mrs. Ozorio and Nephew, and 52 Chinese.

Per Kachidate Marn, from Kuchinotzu-2,

Departed Per Esmeralda, for Manila-Mr. and Mrs. Cundall and a children, Messrs, Tobler, Williams, E. Rugh, G. Jefferson, Andrews, Itzig Ibaim, M. Kaplan, H. Rosenthal, and J. R.

Per Legaspi, for Manila-Messrs. A. Castaneda, Alex. Dorido, Frank Zulanf, Li Kwong Hing, Loy Kok Tsoi, and Cheng Chung Fai, (of the Chinese Consulate, Manila).

Per America Maru, for Nagasaki-Mrs. Yokee Numeya. For Kobe-Mrs. J. Roberts and daughter. For Yokohama-Mrs. J. W. Mangles, Mrs. Thompson, Mr. F. A. Gardner, and Mrs. Dora Shoe. For San Francisco-Messrs. Philip T. Mager, J. T. McLees, R. A. Brown, Dr. J. J. Giusti, Mrs. Flora Ellon and daughter, and Miss Clayburg. For New York -Dr. Carl Westphal. For London-Captain

# STEAMERS EXPECTED.

Names,	From.	Due.
Konig Alberg		To-morrow To-morrow
Tantalus	Singapore	To-morrow To-morrow
Catania	Port Darwin	Nov. 17th Nov. 19th Nov. 20th
	Singapore	Nov. 20th Nov. 21st
Gaelic	Japan	Nov. 22nd Nov. 23rd
Lady Joicey Hongkong Maru	San Francisco	Nov. 28th Nov. 29th
Empress of Japan. China	San Francisco	Dec. 7th
	1	100 1

We would direct the attention of shipping firms to the etyle in which "Steamers Expected" and "Projected Sailings" are now published in these columns; and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

# PROJECTED SAILINGS.

th n, 5.	Ship.	Destination.	Date.
a. le.	Abergeldie	Portland, &c	Jan. 27th
11,	Adolph Obrig	New York	Ok. desp.
2	Algoa	San Francisco, &c.	Nov. 2150
11,	Ambria	Havre, &c.	Dec. 24th
	America Maru	San Francisco, &c.	Jan. 27th
_ 1	Bamberg	Havre, &c.	NOV, Zato
T.	Bayera	Straits, &c	Man yui
i	Rengal	Europe, &c	Nov. 25th
	Bingo Maru	Marseilles, &c	Nov. 17fl
i	Changsha	Sydney, &c	Nov. 16th
	Carlisle City	San Diego, &c	Dec. 31st
30,	Catherine Apear.	Singapore, &c	Nov. 18th
- 1	China	San Francisco, &c.	Dec. 16th
Zo.	Chingtu	Kobe Victoria, B.C.	Noy. 2370
Co.	City of Dublin	Victoria, B.C.	Dec. 30th
0,	City of London	Victoria, B.C.	fon soth
Čo,	Coromandol	San Francisco, &c. Shanghai	Nov orti
Co.	Doric	San Francisco, &c.	Dec. 237
	Emp. China	Vancouver, &c	lan. 17th
Cu.	Emp. India		Nov. 22nd
	Emp. Japan	Swatow, &c	Dec. 20tl
	Formosa	Swatow, &c	Nov. 150
Co.	Gaelic	San Francisco, &c.	Nov. 30tl
	Glenshiel	London Sydney, &c	Nov. Zou
	Guthrie	Sydney, &c	NOV. 15U
Co.	Hasching	Swatow, &c London	Nov Tet
Co.	Hendlens Mar	San Francisco, &c	Dec. oth
Cu.	I danni Maru	Victoria, B.C.	Nov. 20t
•	Karlsruhe	Straits, &c	. lan. 24th
	Kasuga Maru	Thursday Is., &c.	Nov. 24t
Co.	König Albert	Straits, &c.	. Dec. 13t
,	Königsberg	Havre, &c	Dec. lot
Co.	Kosai Maru	Vladivostock, &c.	Nov. 231
	Lady loicey	San Diego, &c.	Nov. 301
et.	Loosok	Singapore, &c	Nov. 28
Cor	Machaon	London	Nov. 201
	Monmouthshire	Portland, &c	Dec. 231
	Movune	New York	Nov. 20
	Nankin	!Shanghai	Nov. 16
c Cn.	Ninpon Maru .	San Francisco, &	c. Jan. 3rd
Co.	Oldenburg	Straits, &c	Feb. 219
	Preussen	Straits, &c	Jan. roti
,	Prinz Heinrich.	Straits, &c	Dec. 37
	Queen Adelaide	Victoria, B.C New York, &c	Ob des
•	Reace	Straits, &c.	Feb 7th
	Saint Ivens	Victoria, B.C.	Dec. ot
	C. Ivedove	Manila	Nov. 15
tvis,	Shanghai	London	Nov. 10
noy das,	Sibiria	Havre, &c	" NOA" 19.
ingj	St: Ierome	New York	Nov. J.O
F.	St. Mark	New York, &c	Qk. des
ov.,	Strathayle	San Diego, &c	Dec. 151
7	Stuttgart	Straits, &c Havre, &c	MAY 10
len,	Suevia	Monito	Nov. TE
ıga.	Tomeri Most	Manila	Nov. 10
eler	Lamen Marn	The Party of the P	

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Vindobona ..... Shanghai, &c. ..... Nov. 15th

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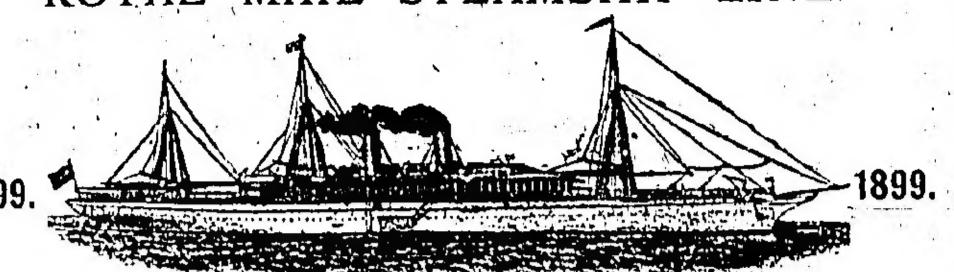
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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons'-10,000 Horse Power-Speed 19 knots.

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EMPRESS OF INDIA...Contdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899. EMPRESS OF IMPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval. Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 25th October, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

FIA SHANGHAL INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM

'HONGKONG. FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. City of London | 3,229 | R.W. Boarff | Nov. 18. (Through Bills of Lading issued for BATAVIA, Queen Adelaide | 2,832 | F. McNair., | Nov. 25. Saint Irene .... | 3,877 | W. Attree ... | Dec. 9.

11. of Dublin , 3,328 1 1. R. Rae ... Dec. 30. TOR PORTLAND, ORLGON, AN CONNECTION WITH BOSTALOS RAHROÁD AND NAVIGA-

TION COMPASY: . Dergeldye ...... 1 3-777 J. Murray ... Jan. 27

HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. Doctor and Stewarbliss carried HONGRONG TO NEW YORK LAD

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGRONG TO TACOMA Z28. Rates of Passage to other Points on application, Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United

States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash, or Port-

land, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office-(with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED. General Agents.

Hongkong, 3rd November, 1899. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPERA & SANTA

FE RAILROAD CO. PROPOSED SAILINGS FROM HONGRONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The

UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joicey	3,194	about	Nov. 30
Strathgyle	5,023	about	Dec. 1
Carlisle City	3,002	about	Dec. 3
THE Steamship			

"LADY JOICEY," will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States. the day previous to sailing. Parcel packages to Europe.

will be received at the OFFICE until the same in full. Value of same is required. Consular Invoices, to accompany cargo des prévious to sailing. tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the Collector of Customs, San Diego. For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, China and Japan! Hongkong, 4th November, 1899.

STEAM NAVIGATION COMAPNY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, . -ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Persian Gulf, Continental and AMERICAN PORTS.) '

'I'HE Steamship

" BENGAL Captain S. Barcham, carrying Her Maiesty's Madsy will be despatched from this for FOMBAY, &c., on SATURDAY, the +25th mistant, at Noon, taking Passengers and Cargo for the above Ports,

THE PENINSULAR AND ORIENTAL

Pedder's Street,

Silk and Valuables, all Cargo for France, Monacouth Stere : 874 | W.A. Evan's | Dec. 23 : and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; 11 E attention of Passengers is directed to other Cargo for London, &c., will be conveyed the very cheap rates offered by the Line, vid Bombay with Transhipment.

. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIE. Superintendent. Hongkong, 11th November, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TARING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, 

CENTRAL AND SOUTH AMERICA 'AND EUROPE;

VILANTIC AND OTHER CONNECTING STEAMERS. TZT INCAND SEA OF JAPAN AND

THE OVERLAND RAILWAYS,

,-HONOLULÚ. PROPOSED SAILINGS FROM HONGKONG. Gaelie (via Shanghai, ) Nagasaki, Kobe, In- (Thursday, 30th Nov.,

land Sea, Yokohama at Noon. and Honolulu). 14 Darie (via Shanghai, ) Nagasaki, Kobe, In- (Saturday, 23rd Dec.) land Sea, Yokohama ( at Noon.

and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 20th Jan., land Sea, Yokohama ( 1900, at Noon.

and Honolulu). THE Company's Steamship

" GAELIC,".

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN LAND SEA, YOROHAMA & HONOLULU, on THURSDAY, the 30th instant, at Noon. Steamers of this line pass through the 1N-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does Cargo will be received on board until 5 P.M. not apply to through fares for China and Japan

All PARCEL PACKAGES should be marked to time. All parcels should be marked to address -address in full; and same will be received at the Company's Office until FIVE P.M. the day

Consular Invoices to accompany Cargo des tined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or

Passage, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, 4th November, 1899

# NIPPON YUSEN KAISHA.

# (THE JAPAN MAIL STEAMSHIP COMPANY.)



١		*;			
	STEAMERS.	DEST	TINATIONS.	SAILING D	ATES.
	BINGO MARU	MARSEILLES WERP VIA COLOMBO an	S, LONDON & ANT-) SINGAPORE, PENANC, d PORT SAID	FRIDAY, 17th Noon.	Nov., -at
	*IDZUMI MARU,	VICTORIA, I U.S.A., VIA I	CORE & YOKOHAMA	Monday, 20th 4 P.M.	Nov., at
	Kosai Maru	VLADIVOSTO AMOY, SHAI CHEFOO, CH	OCK, VIA SWATOW, ) NGHAI, WEI-HAI-WEI, EMULPO & NAGASAKI	THURSDAY, 23rd Noon.	d Nov., at
7	Kasuga Maru E. W. Haswell	MANILA, THE TOWNSVII	HURSDAY ISLAND, LLE, BRISBANE, and MELBOURNE	FRIDAY, 24th 4 P.M.	Nov., at

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

A. S. MIHARA.

NORDDEUTSCHER LLOYD.

(Freight Service.)

Hongkong, 10th November, 1899.



(East Asialic Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK

## PROJECTED SAILINGS FROM HONGKONG. SURFIECT TO ATTERATION.

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

		SOUTECL TO MILIERATION.		200
	STEAMERS	DESTINATIONS.	SAILING DATES.	
!	SIBIRIA Braun SUEVIA Förck BAMBERG Mayer KONIGSBERG Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November. 19th November. About 28th November. About 10th December.	Freight an
4	AMBRIA	HAVRE and HAMBURG. LONDON with transhipment in HAMBURG)	December,	Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Torritarther particulars as to Freight, Passage, &c., apply to

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA! OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG. HONGRONG MARU (via Shànghai, Naga-

Saturday, 9th Deca saki, Kobe, Inland at Noon. Sea. Yokohama and Honolulu) Nippon Maru (via

Shanghai, Nagasaki, Wednesday, 3rd Jan., Kobe, Inland Sca. 1900, at Noon. Yokohama & Hono-AMERICA MARU (via

Shanghai, Nagasaki, [ Saturday, 27th Jan., 1900, at Noon. Yokohama & Hono-

THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND LULU, on TUESDAY, the 21st November, at SEA, YOKOHAMA and HONOLULU, on Noon SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the

United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break France and Germany by all trans-Atlantic lines their journey at any point en roule.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of the regular tariff rate. Ly in addition to the regular tariff rate.

on application. Special rates (first class only) are granted to Diplomatice and Civil Services, to European officials in the service of China and Japan, and

to Government officials and their families. 'Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel marked to address in full; value of same is address in full a value of same is required.

tined to points beyond San Francisco in the 'United States; should be sent to the Company's United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. Collector of Customs at San Francisco.

J. S. VAN BUREN, Agent Queen's Building.

CARLOWITZ & Co.,

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. \*Algoa (via Kobe, Tuesday, 21st Nov., (ulu)..... China (via Shanghai,

> at Noon. (\* Taking Cargo only.)

THE Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO,

LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their. journey at any point en route. Through Passage Tickets granted to England,

Particulars of the various routes can be had Particulars of the various routes can be had on application.

> Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Dememra, and to ports. in Mexico, Central and South America, by the

Freight will be received on board until 4 PMI. the day previous to sailing, Parcel Packages Packages will be received at Office until 5 P.M. will be received at the Office until 5 P.M. same same day; all Parcel Packages should be day; all Parcel Packages should be marked to-

Consular Invoices to accompany Cargo des-Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the

For further information as to Passage and For further information as to Passage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building.

# Mails.



	PROJECTED SAIL	INGS FROM HOR	NGKONG—SUBJECT	TO ALTERA	LION
		4			, ,
ì	STEAMERS.		NATIONS.	SAILING DA	TES.
	Bingo Maru	MARSEILLES, WERP VIA S COLOMBO and	LONDON & ANT- INGAPORE, PENANG, PORT SAID	RIDAY, 17th Noon.	Nov.,
	*IDZUMI MARU,	{ VICTORIA, B. { U.S.A., VIA K	C. and SEATTLE, NOBE & YOKOHAMA }	londay, 20th 4 P.M.	Nov.,
•	Kosai Maru	VLADIVOSTO AMOY, SHANG CHEFOO, CHE	CK, VIA SWATOW, T GHAI, WEI-HAI-WEI, MULPO & NAGASAKI	THURSDAY, 23rd Noon.	Nov
	Kasuga Maru	MANILA, THE	URSDAY ISLAND,	FRIDAY, 24th	Nov.

Local Branch Office at No. 7; Praya Central.



# **HAMBURG-AMERIKA** LINIE.

Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sea, Yokohama ( and Honolulu) ......

via KOBE, YOKOHAMA and HONO-Steamers of this line pass through the IN-

of Steamers, and to the principal-cities of the United States of Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC

RAILWAY also the CANADIAN PACIFIC

RAILWAY on payment of £4 in addition to Passengers holding Orders FOR OVER-Passengers holding orders for OVERLAND LAND CITIES in the United States have. CITIES in the United States have between between SAN FRANCISCO and CHICAGO San Francisco and Chicago, the option of the souther SOUTHERN PACIFIC. SOUTHERN PACIFIC, CENTRAL PACIFIC, CENTRAL PACIFIC, UNION PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, DENVER and RIO GRANDE, and other and other direct connecting Railways and from direct connecting Railways, and from Chicago. Chicago to destination the choice of direct to destination the choice of direct lines.

Special mtes (first class only) are granted to Missionaries, members of the Naval, Military, Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Company's and connecting Steamers.

S. VAN BUREN, Agent

Hongkong, 14th November, 1899. [1310 Hangkong, 8th November, 1899.

# PHOTOGRAPHIC

# THE SEA ROUTE TO SIBERIA.

Captain Wiggin's sca route to Siberia has been anything but plain sailing this year. Good luck has attended the voyages to the Yenesei for some years past, but, according to advices just to hand from Christiania, the Kara Sea has been so packed with ice this season that it was impossible to get through it, and the Watt-Popham trading expedition, which went from England in the summer, miscarried completely. Of the five vessels forming the venture, one (the Arthur, laden with tea) was totally lost in the pack-ice, but the crew were saved, and all the others, the report says, sustained more or less injury, with loss of anchors, cables, etc., and not one reached the mouth of the Yenesei. This will be very discouraging, for the British navigators who have followed in Captain Wiggins's wake, and correspondingly encouraging for the promoters of the new route to Siberia described in Fairplay on the 11th May Blake, R. E. last. The first steamer to find her way safely Barnett, A. to the Yenesei was, it may be remembered, the Proven, a small craft under the command of Nordenskjöld. This happened in 1875, but her arrival there was looked upon merely as lucky accident, and very few indeed believed in | Baber, Miss Z. the establishment of a trading connection between Europe and the great Siberian rivers Obi- and Yenesei. The voyages afterwards made by Captain Wiggins, however, proved that the Kara Sea was not always filled with impenetrable masses of ice. Wiggins is said to have conceived the idea of making his Siberian voyage from Petermann's Mittheilungen, in which he read that a Russian by the name of Siceroff had offered a prize of \$2,000 sterling for the first ship that should get into the Yenesei. He made his first | Clark, Miss M. voyage into the Arctic Sea in 1876, and Crawford, T. C. reached the Yenesci in safety. Voyage after voyage followed after this, so that, up to the present, twenty-eight expeditions have been carried out and fifty-seven vessels have been employed in the ventures. But the British Chubb, A. expeditions have not been the only ones. In Camillo, C. 1891; for instance, the German ship Dalwann Cowell, J. sailed for the Yenesei from a German port with a cargo of merchandise. She arrived there in | Colentt, Miss M. due time, and was purchared by a Russian merchant, who has employed her since in the passenger traffic on the Yenesei. But whichever route may eventually prove the most advantageous-by the ocean to and from the mouths of the great rivers direct, or partly overland and partly by sea-it is certain that a regular and brisk trade will soon be developed between Siberia and Europe, the rich products of the one being exchanged for the commodities and manufactures of the other. It is clear the Russian Government does not despair of the through sea route, otherwise it would not have incurred the great expense of providing the colossal ice-breaker Jermak for keeping the Kara Sea open in the summer, the exploits of which vessel early this season have already been commented on .- Fairplay.

# THE ESSENTIAL TERMS.

Writing before the outbreak of hostilities, on the 23rd September, the Statist thus forecasted the essential terms which it was necessary for Gough, W. England to insist upon :--

If the Government is guided by Sir A. Milner the settlement, however it is brought about, will undoubtedly be complete and satisfactory. He has shown all through the crisis so much statesmanship and such thorough knowledge of the situation that we may be perfectly certain he will advise Her Majesty's Government aright. And they have followed his counsels up to the present so well that we may trust they. will continue to do so in the future. It his hardly necessary, therefore, to enumerate the main points that have to be aimed at. Of course, if war breaks out, the settlement can be only of one kind. Lord Salisbury, in the last discussion on the question in the House of Kaimol, J. J. Lords during the past session, made it perfectly clear that if this country was forced into war, it would not end the struggle until such Government was established at Pretoria as would make it certain that a renewal of the discussion would not occur. But if the Boers yield without fighting it is essential, firstly, that there should be a clear, precise, and definite stipulation that British subjects in the Transvaal shall be entitled to the most favoured nation treatment. At present they are not so. On the contrary, they are legislated against, and the government shows marked preference for everybody else than British subjects. Among the many mistakes made in 1881 and 1884 by our Government was the neglect to include in the Convention the promise made by President Kruger and General Joubert that British subjects should be treated in every respect just as the Boers themselves. The neglect ought not to be repeated; and, furthermore, no loophole for evasion should be left. It should be clearly stipulated that coloured British subjects are entitled to the same rights in every respect. It will not do to have our Indian fellow-subjects and the natives of the Cape and Natal treated as they are at present. Secondly the Transvaal should be required to renounce in the most explicit language the claim to be an independent sovereign State-should acknowledge, in fact, its dependence upon the British Crown; and, thirdly, no settlement will be satisfactory which does not provide for the present disarmament of the Transvaal and the future regulation of the military forces of that Republic by the Crown. An armed force not required. For the British Government ready to guarantee the safety of the Republic. Therefore an armed force can only be maintained in preparation for a struggle with this country. There is no other possible enemy, and continued armaments ought not to allowed. Lastly, the pure administration of the law and the extirpation of corruption and monopolies of all kinds should be insisted upon. Unless these things are done disputes will arise in the future, and if ever this country is involved in a serious quarrel with a great Power we may find ourselves confronted by serious danger in South Africa.

# OUPID IN INDIA.

The Civil and Military Gazette publishes the following true copy of a letter addressed to a Hindu father in Lahore asking for the hand of his daughter :- To Babu. ... Paternel father of Miss. .... Dear Sir, -It is with a faltering penmanship that I write to have communicaflon with with you about the prospective condition of your damsel offspring. For some remote time to past a secret passion has firing my bosom internally with loving for your daughter. I have navigated every channel in the magnitude of my extensive jurisdiction to cruelly smother the growing love-knot that is being constructed in my withinside, but the humld lamp of affection trimmed by Cupid's productive hand still nourishes my love-sickened heart. Needless would it befor me to numerically extemporise the great conflagration that has been generated in my head and heart. During the region of rightness, my intellectual cranium has been entangled in thoughtful attitude after my beloved consort nocturnal slumberlessness has been the infirmity which has besieged my now degenerate constitution: My education and Stone against White Auts, Decay, Fubgus Captain capabilities have abandoned me and here I Rot and Damphess. now cling to those lovely long treases of your much coveted daughter like a mariner shipwrecked on the rock of love. As to my schole Hongkong, 11th September, 1896.

astic calibre I was recently ejected from Calcutta University. I am now masticating and will make a move as soon as I perceive the business of life, a little laxative. I am of a lofty and original lineage and of independent incomes and hoping that having debated this proposition to your pregnant mind you will concordantly corroborate in espousing your female progeny to my tender bosom and thereby acquire me into your family circle. Your dutiful Son-in-law.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office :--Marthens, A. Ah Moo, Mrs. Moses, H. E. H. Allsopp, G. F. E. McLean, Grace H. McRay, A. L. Almond, R.-W. MacDonald, Mrs. E. Moane, G. H. Allhusen, Mr. E. McLeod, Mr. and Mrs. Moldajad, P. Marcovich, S. McArthur, Mrs. J. Brooks, Captain J. S. Maclagan, Miss Martini, Sig. Nathan Sons, N. P. Nissim, L. R. Olbes, F.

Bird, E. G. O'Donoghue, Miss M. Odin, U. Balmer, Miss J. Paul, W. E. Buckley, P. Bourdonnel, Mons, de Poincilit, C. H. Panton, Capt. J. Bachmann, Mrs. E. Petschak, M. Brodrick, A. Porusse, L. L. Pantoch, T. Partridge, C. Correard, Mons. Piemonge, T. F. Piesse, G. Pachey, Mons. Paya, S. Calder, Miss Prynn, F. J. Crawford, F. O.

Pelley, E. Le Paulsen, Dr. A. Rhodes, F. Robinson, Mr. Rosa, Mr. de Rotenbarg, K. Reynolds, J. Reyes, G. Rogers, Major A. Royle, H. G. Duncan, Mrs. J. A. Regan, Miss A. Durocher, Mons. Rouget, J. . . Debeaux, R. Saunders, Fred. Dadre, Mons. Spannal Miss A. Dubbers, A. Snyder, Mrs. T. G. -Dalton-E- $\mathbb{C}_{r}$ Spencer, C. N. Smallwood, E. E. .. Dunbar, J. V.

Stephens, T. H. Saleskaia, Mrs. R. Eidelstein, P. Fullarn, Dr. W. A. Saldanha, D. C. Francis, Mr. Stacker, P., L. Finanzki, L. Stiennon, J. Ferraida, A. Stanley, J. W. Fondey, C. F. Soseph, L. Graham, Miss L. Scott, Miss M. K. Goldman, A. Scott, Dr. A. K. Guerra, T. . Schönauer, H. M. Glover, R. Gruenhagen, Mrs. W. Schustermann, V. Sait Mian Abdu) Glasse, Mr. Karim Ah-

mohamed Strongfield, Sir M. K. Y. Hutchinson, Mrs. F. Sydney, W. A. Scott, J. G. Harding, W. A. Thomson, R. Hart, Miss M. Trocs, M. P. Hetzer, A. Tayler, Miss C. Harvey, Mrs. C. Tata, F. H. Hudson, Lt. A. K. Taber, Miss H. Heinszen & Co., C. Toy, W. B. Jeffriest, J. Y. Trumbull, H. iones, jas. Tompson, C. H. ohnston, A. H. Vochel, R. Vertman, L. Woods, E. de W. Ward, Capt. H. D. O.

Willoughby, Capt. J. T. Walker, H. Wilckens, H. Weismann, Ba Lambe, W. P. Watson, E. R. Lawson, H. L. W. Walter, E. Lehmann, A. White, J. B. Lowry, Dr. J. H. White S. S. Müller, O. Whitelaw, W. R. Williamson, R. Wing Hup Metman, H.: Young, G. W. Mamedine, E. Young & Lawson, 1 Mansfield, Miss M

Mohamed, Ahsain

Messrs:

McGillivray, D. List of Registered Covers in Poste Restante. Lindsay, J. Buchanan Ludvrike, Miss Bonamour, P. Louis, C. A. Coelman, R. Lopez, J. G. (2) China, Bazaar Monzon, Vincent Cuvlie, James Meha, Estain Cameron, Wm. Mahomed, Noor Calo, R. de · Mullins, D. Crawford, J. R. -Mansfield, Miss L. Macleod, A. S. Davies, Capt. Engineer Chief Hong-Nekolli, Stara Orcto Italia kong Railway Pohusingh, Teguinat Fanistein, Miss A. Ragar, Antonio Freidmann, M.

Ruchwaldy, S. Fook Sing & Co. Rocof, G. (2) Rorff, General L. von Godancky, E. Singh, Kaiser Gdansky, S. O. Sahmiat and Fertsch Singh, Chanda Hesketh, S. B. (2) Singh, Jewen Singh, Ottana Haufmann, W. W. Singh, Sporan Silva, M. da Stemer, C. L. Schonaur, H. M. Jackson, Sergt. C. Vertmor, Leib Karim, Abdul Veneberg, C. Kalander Khan Weisman, B. Worthington, C. Zumlobe, A. F. Lattine, Julie Legner, H. L. (2)

1	let of	Regist	ship	vers for More	ha
	99	Chowto		J. Wetherall.	
	8.5.	Calcha	********	J. Williams.	
	5.5.	Idomen	CUS	.H. L. Lunt	
	S.S.	Loosok		.G. Mensus.	
	S.S.	Rokilla		T. H. Gill.	
	2 2	Sambede	196	John Harris.	
	SS	Semla.		. w. Harriet.	
	S.S.	Tsinan	******	.Capt. Anders	On

# Intimations.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms inpoderate for Particulars hoply

terms moderate, for a case	c/o This Office.
Hongkorig, 18th August,	1899. [1048a
CARBOLINEUM-	AVEN'ARIUS

With the Ulmost Succest. .. Thoroughly reliable preservative for Wood

Sole Agents for China. LUTGENS, EINSTMANN & Co.

# Shipping.

# STEAMERS.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

Captain Douglast will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 14th November, 1899.

FOR MANILA, VIA AMOY. (Taking Cargo at through Rates for ILOILO and CEBU. THE Steamship

"SALVADORA;" Captain Goitisodo, will be despatched as above TO-MORROW, the 15th instant, at Noon. For Freight or Passage, apply to BRANDAO & Co.,

Hongkong, 14th November, 1899. [1412a AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY. STEAM TO SHANGHAI AND KOBE. THE Company's Steamship

"VINDOBONA, Captain C. Bellen, will leave for the above places TO-MORROW, the 15th Instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co.,

Hongkong, 8th November, 1899.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUL" & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUL

Return Fare : ...... 17.50 HONGKONG to WUCHOW. Single Fare......\$20,00

Return Fare ...... 35.00 The Attention of Passengers is drawn to the Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and " CAVES."

For further Information, apply to BUTTERFIED & SWIRE,

Hongkong, 16th October, 1899. CHINA NAVIGATION COMPANY,

LIMITED FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "CHANGSHA,"

Captain Moore, will be despatched on THURSDAY, the 16th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh

Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.-Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 11th November, 1899. CHINA NAVIGATION, COMPANY, LIMITED.

"CHANGSHA,

FOR MANILA. THE Company's Steamship

Captain Moore, will be despatched as above on THURSDAY, the 16th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light,

For Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 11th November, 1899.

FOR NEW YORK VIA SUEZ GANAL THE Steamship

"ST. JEROME," will be despatched for the above port on or about the 16th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 8th November, 1899. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.) THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 R.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly-qualified Surgeon N.B.—Return Tickets issued by this Company to and from Australia, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa, For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 2nd November, 1899.--- [1378# "GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA BUEZ GANAT. HE Steamship "GLENSHIEL" will be despatched as above

on MONDAY, the 20th November: For Freight or Passage, apply to McGREGOR BROS. & GOW. Honogkong, 27th October, 1899.

# Shipping.

# STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above TO-MORROW, the 15th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, oth November, 1899. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND. уоконама. THE Imperial German Mail Steamship

"KONIG ALBERT," of the Norddeutscher Lloyd. Captain O. Cüppers, due here with the outward German Mail about the 14th instant, will leave for the above places about 24 hours after arrival. NEDDEUTSCHER LLOYD

For futher Particulars, applp to MELCHERS & CO., Hongkong, toth November, 1899.

OCEAN STEAMSHIP COMPANY. FOR AMOY.

THE Company's Steamship "BELLEROPHON,".

Captain Lyons, will be despatched on FRIDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th November, 1899.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR SWATOW, AMOY AND TAMSUL

THE Company's Steamship "TAMSUI MARU,"

Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 19th instant, at Daylight. For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents. Hongkong; 13th November, 1899.

HEWAN TOMES & CO'S. "NEW YORK" FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

" MOYUNE," Captain Conradi, will be despached for the above Port, on MONDAY, the 20th instant. To be followed by the Steamship

on or about 24th December. For Freight or Passage, apply to SHEWAN, TOMES & Co.

Hongkong, 11th November, 1899. CHINA NAVIGATION COMPANY, LIMITED. FOR SHIMONOSEK! AND KOBE.

THE Company's Steamship "CHINGTU," Captain Williams, will be despatched as above on THURSDAY, the 23rd instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 13th November, 1899. [1381a OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

" MACHAON," Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to
BUTTERFIELD & SWIRE, Hongkong, 23rd October, 1899.

# SAILING VESSELS. FOR PHILADELPHIA & NEW YORK.

THE 3/3 A.I.I. American Ship "ST. MARK,"

Captain Dudley, is ready to take Cargo here for the above Ports and will have quick FOR BALTIMORE & NEW YORK.

THE 3/3 A.I.I. American Ship " REUCE! Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick

despatched. FOR NEW YORK. THE 3/3 LH.I. American Bark

"ADOLPH OBRIG, Captain Amsbury, having arrived will shortly load here for the above Port and will have quick

For Preight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 10th November, 1899. [1405a MITSUIBUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office :- TOK10. Branch Offices:

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN NEWCHWANG and all Ports in JAPAN Agencies !--Milki Coal Mines. Kanada Coal Minus. Hokoku Coal Mines.

Yoshinotani Coal Mines. Ohnoura Coal Mines. No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines, Kishima Coal Mines, Yoshlo Coal Mines. Yamano Coal Mines. Manoura Coal Mines, The Osaka Shosen Kalsha, Ltd. Tokio Marine Insurance Co., Limited Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills,

Tokio Cotton Spinning-Mills .... Milke Cotton Spinning Mills, Imperial Government Paper Mills. Quoda Cement Company. MITSUL BUSSAN KAISHA, K. HASEGAWA,

Manager. Hougkong, 19th August, 1899.

# Eansignees.

TOYO KISEN KAISHA,

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU." are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature o Bills of Lading.

Goods remaining unclaimed after the 16th instant will be subject to rent.

No Fire Insurance has been effected. J. S. VAN BUREN,

Hongkong, 9th November, 1899. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CLYDE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are fanded. This vessel brings on Cargo :---

From London, &c., ex S.S. India. From Australia, ea: S.S. Rome.

From Persian Gulf, cv. S.S. Haidarl, Sinila, King Arthur and Assyria. Optional Goods will be landed here unless instructions are given to the contrary before

P.M., TO-DAY. Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage bbtained from the Godown Company within ten-

no Claims will be recognised. H. A. RITCHIE, Superintendent. Hongkong, 10th November, 1899.

days after the Vessel's arrival here, after which

NIPPON YUSEN KAISHA.

FROM ANTWERP, LONDON, COLOMBO AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Company's Steamship "INABA MARU,"

having arrived from the above Ports, on the 9th instant, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, will be subject to rent. All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 15th instant, and SATURDAY, the 18th instant, both days at

to A.M., upon notice of such damage being sent in beforehand to this office. All claims must reach the undersigned before the 18th instant, or they will not be recognised. No Fire Insurance will be effected.

NIPPON YÜSEN KAISHA.

Hongkong, 9th November, 1899. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE. THE Steamship

"CATHERINE" APCAR, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharfand Godown

Co., Limited, at Wanchai. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co...

# Hongkong, 13th November, 1899. THE NEW FRENCH REMEDY, HERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything

.hitherto employed. THERAPION No. 1, in a few days only, removes all discharges from the urinary organs effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly climinates every poisonous matter from the

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

, THERAPION may be procured at 2/9 and 4/o per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, [45 | Hongkong, China and Manila.

# Intimations.

# 4, 100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for to claim property, and money since 1700. Price 18, 6d, port free 28. Every man, and women should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for.



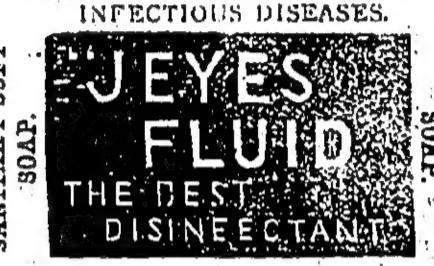
## CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK

MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition;

and for Voigtiänder and Sohn's CELEBRATED OPERA GLASSES MARINE GLASSES and SPYGLASSES. Nos. 51 & c6, Oricen's Road Central, 5440

# NOTICE.

THE BEST PREVENTIVE OF ALL



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, oth March, 1897, F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS. SOLE AGENTS FOR LI ARTMANN'S RAHTJEN'S GENUINE I COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT.

> DAIMLER'S PATENT MOTOR: LAUNCHES, Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

ALWAYS IN STOCK REASONABLE PRICES.

SHIP'S STORES AND REQUISITES

### & KOMOR. KUHN JAPANESE FINE ART CURIOS,

Hongkong, 14th May, 1896.

21 & 23, QUEEN'S ROAD, HONGKONG 35, WATER STREET, YOKOHAMA

36, Division Street, Kobe.

## Hongkong, 15th March, 1898. LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-Sole Agents in the East for the amaigamated

CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES-PRICE... \$160. A special reliable Watch made for this Climate. Quality B......513

> Watson's Building. MEE CHEUNG. PHOTOGRAPHER.

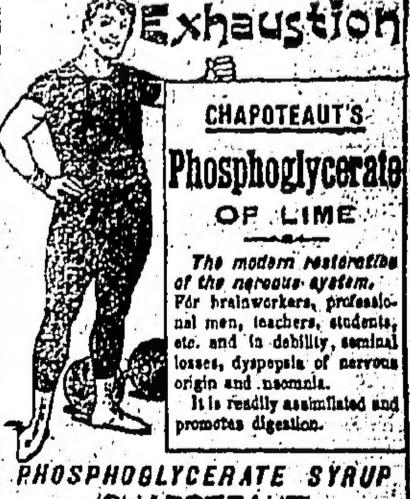
40, QUEEN'S ROAD,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road. TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore. ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East,

GROUPS AND VIEWS

For Nervous

. a speciality. Hongkong, 22nd September 1898;



CHAPOTEAUT PHOSPHOOLYCERATE WINE

(CHAPOTEAUT) PHOSPHOGLYCERATE CAPSULES (CHAROTEAUT)

O, rue Vivienne, PARIS-PARIOE.

# Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.-A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK. INCLUDING:-

CHEMICALS,

NSULATORS,

IGHTNING CONDUCTORS,

WITCHES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical

work.

NOTE ADDRESS:-13, FRAYA CENTRAL.

For full particulars &c., &c.,

Apply, to

Hongkong, 18th January, 1898.

SIEN TING,

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE Consultation free.

SUI SANG," (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :---

dard Oil Co.

# The Share Market.

-348 per cent, prem., buyers. The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld .- (Ordinary)

. Marine Insuranges, Union Insurance Society of Canton, Ld. -\$242. China Traders' Insurance Co., Limited-\$59. North China Insurance Co., Ld.—Tis. 200. Vangtere Insurance Assoc. Ld.-\$121. Canton Insurance Office, Ld.-\$135 buyers.

Straits Insurance Co., Ld. -- \$5. Fire Insurances. Hongkong Fire Ins. Co., Ld.-\$330. China Fire Ins. Co., Ld.-\$86.

Limited-\$29. Indo-China Steam Navigation Company, Ld. -\$80 buyers. China and Manila S.S. Co., Ld. - \$90.

Douglas Steamship Co., Ld. -- \$471. China Mutual S. N. Co., Ld.-(Preference)-£0.10 buyers.

China Mutual S. N. Co., Ld.-(Ordinary) £5.10 buyers. China Mutual S. N. Co., Ld, -(Ordinary)-£3

Star Ferry Co., Ld.-\$191. Refineries. China Sugar Refining Co., Ld.-\$130.

Luzon Sugar Refining Co., Ld.-547. Punjom Mining Co., Ld.—\$9 buyers.

Co., Ld.-\$1.50.

Do. Proference Shares-\$1.50. Société Française des Charhonnages du Ton--kin-\$300 buyers-Queen Mines, Limited-30.471.

Jelebu Mining and Trading Co., Ld. \$14.50 Raub A'lian Gold Mining Co., Ld. - \$64. Olivers Freehold Mines, Ld. -(A) \$9 buyers. Olivers Preshold Mines, Ld. -(B) \$7. Great Eastern and Caledonian Gold Mining

CRAGIEBURN. Lieut, H. C. Burrows Mrs. Simmonds Rev. F. Plynn, R.N. Hon, and Mrs. R. D. Hospital Sisters
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Colonel E. H. Gorges Mr. A. P. Stokes

Major G. R. St. John Mr. G. H. Wheeler

Staff-Surgeon and Mrs. Mr. & Mrs. W. Taylem

OPIUM QUOTATIONS.

Hongkong & Whampon Dock Co., Ld.-530 Hongkong, 14th November. Hongkong and Kowloon Wharf and Godown New Patha: ......897 per chest. New Benares ......870 Wanchai Warehouse and Storage Co., Ld .-- \$45 New Malwa ......870 per picul. Old Malwa ......880/885 Persian, paper tied .......820 China Provident Loan and Mortgage Co., Ld.

Dooks, Wharves and Godowns.

Lands, Hotels and Buildings.

Hongkong Land Investment and Agency Co.,

Kowloon Land and Building Co., Ld.-\$28.

Humphrey's Estate and Finance Co., Ld .-

Miscellaneous.

West Point Building Co., Ld.-\$30.

Green Island Cement Co., Ld.—\$281.

A. S. Watson & Co., Limited-\$16.25.

Hongkong Electric Co., Limited-\$11.

Geo. Fenwick & Co., Ld.-\$42}.

Hongkong Ice Co., Ld.-\$125.

Dairy Farm Co., Limited-\$6.

Carmichael & Co., Limited. -\$8.

nominal.

China-Borneo Co., Limited-\$101 buyers.

Hongkong and China Gas Co., Ld.-\$130.

Hongkong High-Level Tramways Co., Ld .-

Bell's Asbestos Eastern Agency, Limited-L1

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$60.

Ewo Cotton Spinning & W. Co., Ld.-Tis. 621.

International Cotton M'sg. Co., Ld.—Tis. 75.
Laou-kung-mow Cotton Spinning & Weaving

Co., Ld.—Tls. 77%.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.

Yahloong Cotton Spinning Co., Ld.-Tls. 55.

Tebrau Planting Co., Ld.—\$4 per share.
Tebrau Planting Co., Ld.—\$5.
BENJAMIN, KELLY & POTTS (Share Brokers.)

EXCHANGE.

ON LONDON, Telegraphic Transfer...1/11 5/16

ON PARIS, Bank Bills, on demand ......2.45

CN NEW YORK, Bank Bills, on demand ...47

UN BOMBAY, Telegraphic Transfer ....... 1441

On Shanghai, Telegraphic Transfer .......71

ON YOKOHAMA, T.T. ......4 per cent. prem.

Sovereigns, Bank's Buying Rate ......\$10.34

Gold Leaf 100 touch, per tael ......53.75

VISITORS AT THE HONGKONG

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Mr. A. B. Carter

Mr. A. Bune

Miss Carter

Mr. E. Carter

Miss Cunliffe

Miss Drum

Mr. C. F. Child

Mr. P. C. Denroche

Mrs. Farrell and child.

Mr. and Mrs. J. S.

Mr. M. Edwards

Misses Fassett (2)

Mr. N. C. Fassett

Mr. F. E. Fassett

Miss M. C. Field

Miss M. Flinn

Mr. W. Fuckel

Miss M. Geary

Capt. Goddard

Mr. T. Guignard

Mr. R. J. Hall

Mr. G. Havers

Mr. T. Howard

Mrs. Jackson

Mrs. W. F. Gwynne

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Major and Mrs. Jeffreys

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Mr. and Mrs. W. H. T.

Dayis and child

Mr. A. L. Denison

Colonel H. Elsdale

Lt.-Col. A. R. Fraser

Mr. H. H. Gompertz

Mrs.-Iburg----

Mr. J. H. Kemp

Mr. J. S. Ezekiel

W. E. Home

Mr. A. Forbes

Miss Lither

Mrs. Groves

Mr. J. S. Fassett, Jr.

Mr. & Mrs. K. Gibson

Mr. A. H. Ellis

Mr. J. W. Brown

Mr. T. F. Burgdorff

Barrett

Mr. T. W. Baddeley

Mr. J. F. M. Bartlett

Mr. Rade Alberti -

Mr. Hy. W. Andrews.

Hongkong, 14th November.

Bank Bills, on demand ..... 1/11

Credits, 4 months' sight ..... 1/11

Credits, 4 months' sight .....2.50

Credits, 30 days' sight .......48}

Private, 30 days' sight ......72

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Mr. J. Y. Mayston

Mr. T. S. Meser

Mrs. Newell

Mr. M. Pando

Mr. W. Parfitt Mr. J. C. Perry

Miss Prinley

Mr. Reeves

Master Prinley

Mr. F. Reiber

Richardson

Mr. S. J. Robins

Mr. R. T. Rolph

Mr. H. Simmins

Mr. H. S. Smith

Mr. A. Spagnolo

Mr. M. Steger

Mr. B. Taylor

and family

\*Mr. F. Urbig

Miss Whiley

Whitlow

Wild

VISITORS AND RESIDENTS AT THE

PEAK HOTEL,

Mrs. C. Thomas

Mr. H. S. Vaughan

Mr. and Mrs. B. T.

Walling and child

Mr. & Mrs. W. Whiley

Mr. and Mrs. A. W

Mr. and Mrs. Bagnall

Mr. and Mrs. J. B.

Mrs. J. Williamson

Worfield Mr. W. J. Wright

Mr. F. Zandohe

Mr. J. E. Loo

Mr. R. Mitchell

Dr. Marx Peters

Mr. J. M. de Zuniga

Mrs, C. W. Longuet

Madame O'Gorman

Hon. H. E. Pollock

Major C. W. Reilly

Mrs. H. E. Sharp

Comdr. R. M. Rumsey

Mr. A. Sinclair Mr. A. Findlay Smith

Dr. Reich Stabsarzt

Mr. Q. D. Thomson

Mr. A. G. Stokes

Mr. A. L. Tobler

Mr. A. G. Wood

Lt.-Col. The O'Gorman

Mr. G. Waghorn Mr. R. Waldow

Mr. R: C. G. Scott

Mr. and Mrs. T. A.

Mr. F. Ruik

Shaw

- Smythe

Mr. E. O. Murphy

Misses Newell (2),

Mr. Mayer

Mr. W. v. Maslovsky

Mr. & Mrs. E. McLeod

Mr. A. C. Van Nierop

Mr. and Mrs. Prinley

Mr. and Mrs. C. E.

Mr. G. E. Richardson

D'ments, 4 months' sight .....1/11 2/0

Telegraph Address-"Rialto."

Hongkong & China Bakery Co., Ld.-\$25.

Campbell, Moore & Co., Ld. -\$15 buyers.

Bells Asbestos Eastern Agency, Ld.—\$5:

Hongkong Hotel Co., Ld.-\$125.

per cent, prem.

-\$9.50 buyers.

Ld.-Siii buyers.

Company, Limited-\$88.

New Amoy Dock Co., Ld.-\$181.

VESSELS IN PORT.

Steamers.

BENLARIO, British steamer, 1,487, R. Kroble 7th Nov.,-Mojl and Nov., Coal.-Gibb, Livingston & Co.

CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, 13th Nov., -Calcutta 28th Oct., Penang and Singapore 6th Nov., General.

—David Sassoon, Sons & Co.

CULGOA, American transport, 1,140, Comdr. W. Carlin, U.S.N., 20th Oct., -Manila 17th

Hongkong Rope Manufacturing Co., Ld.-\$189. EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 1st Nov.,-

EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,-Swatow 21st Oct., Ballast .-Lauts, Wegener & Co.

FORMOSA, British steamer, 674, J. Douglas, 4th Nov., -- Swatow 3rd Nov., General. --Douglas, Lapraik & Co. HATING, French str., 705, M. Jenssen, 12th

Nov.,-Haiphong and Hoihow 11th Nov., Rice and General,-A. R. Marty. HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.,-Yokohama 27th Oct.,

Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co. HONGKONG, French steamer, 753, Bastian, 12th Nov.,-Haiphong and Hoihow 11th Nov., General.-A. R. Marty.

IDZUMI MARU, Japanese steamer, 2,092, M. J. Curnow, 13th Nov.,—Moji 7th Nov., General.—Nippon Yusen Kaisha. LEGAZPI, Spanish steamer, 585, D. Antonio

Tribar, 9th Nov., -Amoy 7th Nov., Ballast. -Order. LOOSOK, British steamer, 1,020, J. B. Jackson, 11th Nov.,-Bangkok 3rd Nov., and Koh-

si-chang 4th, Rice and Timber.-Butterfield & Swire. MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,-Koh si-chang 2nd Oct., Rice.-

Yuen Fat Hong. PHRA CHULA CHOM\_KLAO, British steamer, 1,012, E. E. McLellan, 9th Nov.,-Bangkok 31st Oct., and Koh-si-chang 1st Nov., Rice. -Yuen Fat Hong.

PHRA NANG, British steamer, 1,021, A. S. Swatow 11th, Rice.-Yuen Fat Hong. Picciola, German steamer, 875, E. Schipper, Liquria, Italian cruiser, 4,500 tons, Captain 11th Nov.,-Saigon 2nd Nov., Rice.-Stemssen & Co.

SABINE RICKMERS, British steamer, 690, J. R. Oct., Ballast.—Arnhold, Karberg & Co. SALVADORA, American steamer, 688, Goitisodo, 12th Nov., - Manila 9th Nov., General. -

Brandao & Co. SHANTUNG, British steamer, 1,835, Saies, 13th Nov.,-Hongay 10th Nov., Coal.-Butterfield & Swire. 7 Mrs. McCrackin and Sibiria, German steamer, 3,320, F. Brann, 12th Nov., -Kuchinotzu 8th Nov., Coal.

Carlowitz & Co. SULLBERG, German steamer, 782, Meyer, 3rd Nov., -- Canton 3rd Nov., General.-Siemssen & Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 12th Nov.,—Manila 9th Nov., General.—Butterfield & Swire. TAICHIOW, British steamer, 862, P. S. Primrose, 12th Nov., - Bangkok 6th Nov., Rice. -

Yuen Fat Hong. TRITOS, German steamer, 1,033, P. Lassen, 5th Nov.,-Bangkok 29th Oct., Rice.-Siemssen & Co.

UNDAUNTED, British steamer, 2,026, S. Elcoale. 9th Nov.,-Philadelphia 8th Sept., Kerosine Oil.-Order,

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.,-New York 5th May, Case Oil.—Standard Oil Co. BELMONT, British bark, 1,415, Ladd, 10th Nov.,

-Manila 30th Oct., Ballast.-Order. LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,-Callao Peru 21st July, Iron.-Order.

MARY L. CUNTING, American bark, 1,540, Pendleton, 1st Oct.,-New York 16th May, Mr. A. J. Hamiter Case Oil.—Order. RETRIEVER, British schooner, 96, Parker, 8th

Sept.,-Honolulu 16th July, Ballast .-Order. REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,-New York 30th May, Case Oil. Mr. & Mrs. H. H. Todd

-Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands 22nd Aug., Ballast.-Order.

ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept., - Manila 13th Sept., Ballast. -Reuter, Bröckelmann & Co. ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov.,-Manila 19th Oct., Ballast.-

Master. STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Korosine Oil.—Standard Oil Co. WARATAII, British schooner, 25, Haynes, 23rd

Sept.,-Takow 15th Sept., Ballast.-Mr. F. WEST YORK, British bark, 706, N. S. Faister, 9th Nov., -Albong, W.A. 4th July, Sandal

Wood,-Order. WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May," and Rio Janeiro 11th July, Kerosine.-Standard Oil Co.

# HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 14th, 1899. Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Nagasaki. Bonaventure, 2nd class cruiser, 4,360 tons, 18

guns, 9,000 i.h.p., Capt. R. H. J. Mont-gomeric, C.B., R.N., Shanghai. Brisk, British cruiser, 7,770 tons, 6 guns, 5;600 h.p., Capt. Wrey, Shanghai.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,000 i.h.p., Captain I. R. Tellicoe. Hongkong.

Daphne, sloop, 1,140 tons, B guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Shanghai. Endymion, British cruiser, 7,350 tons, Capt. G.

A. Callaghan, Hongkong. Esk, coast defence gunboat, 363 tons, 3 guns, 200 l.h.p., Lieut-Comdr. C. Chadwick.

Fams, twin screw, torpedo-boat destroyer, 360 | Sootchina, Russian torpedo boat, 87 tons, 4 guns, tons, 5,400 i.h.p., Lieut, Com: W. J. Keyes,

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tans, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, and class cruiser, 4,360 tons, 9,000

Hongkong. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, 2nd class cruiser, 3,600 tons, 8

i.h.p., 18 guns, Capt. R. S. D. Gumming,

guns, 7,000 i.h.p., Capt. H. N. Dudding, Shanghai. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hongkong.

Orlando, British cruiser, 5,600 tons, Capt. Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John,

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.

Vancouver 10th Oct., and Shanghai 29th, Mails and General.—C. P. R. Co.

JUATORIA, Belgian str., 1,236, W. Williams, Cowper, Hongkong.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Conidr. C. V. de M. Cowper, Hongkong. Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Hongkong.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River. Swiff, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

Wei-hai-wei. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Coindr. Watson, on the Yangtsze. Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35,

36, 37 and 38, first-class; and 3 second-class

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. Roberto, en route Shanghai. Calder, 12th Nov., Bangkok 3rd Nov., Etna, Italian cruiser, 3,530 tons, Capt. G. Giosello, Chefoo.

Casetta, Singapore. Marco Polo, Italian cruiser, 22 guns, 10,000 - h.p., Captain Ed. Incaronato, Singapore. Nasbet, R.N.R., 18th Oct.,-Shanghai 15th Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Ginliani, Hongkong.

Strombali, Italian cruiser, 3,359 tons, 36, guns, 6,252 h.p., Captain Bregante, Shanghai. Miscellaneous.

Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Singapore. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong. Presidento Sarmineto, Argentine cruiser, 2,850

tons, Capt. Betbeder, Manila. FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,

Captairi Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

at Port Arthur, Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Vladivostock.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-nikff, at Vladivostock. Grentiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt.

Miklashevsky, at Port Aathur. Koreyeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Port Arthur. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, nt Vladivostock.

Navaria, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Port Nayezdnik, Russian cruiser; 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Olvarny, Russian armoured cruiser, 1,490 tons twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pamiai Asova,\* Russian cruiser, 6,000 tons, 36

guns, 8,000 h.p., Captain Nidermiller, at Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.

Rurik, ! Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki. Stlatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sissoi Veliky, Russian battleship, ro,000 tons 14 guns, 8,500 i.h.p, Capt. Mollas, at Port Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin,

at Port Arthur. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Vladivostock.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur. RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns,

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220-h:p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

210 h.p., 16 knots

970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, r gup, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. Flagship of Rear-Admiral F. V. Dubossoff. 1 Flagship of Rear-Admiral Recumoff.

THE FRENCH SQUADRON. Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon. Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at

Nagasaki. Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay: Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, Hongkong.

Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

Voubun, French flagship, 6,150, Capt. Boutet at Haiphong. Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON. Deutschland\*, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Capt. Miller, at Hong-

Bedollier.

Geffon, German crulser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Kiaochow. Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong.

Illis, German gunboat, 10 guns, 1,600 h.p., Captain H. H. Lans, on the Yangtsze. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Kiaochow. Jaguar, German cruiser, Captain Kinderling, at Kiaochow. Kaiserin Augusta, German cruiser, 6,000 tons,

12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai. Mociue, German surveying vessel, 970 tons, Captain Merton, at Samoa. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at

\* Flagship of Prince Henry of Prussia.

Kiaochow.

THE AMERICAN SQUADRON. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila. Cideca, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B 4 boats (Yarrow), 40 tons, 3 torpedo-tubes,

Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manifa. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John

McGowan, at Manila. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C.

Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons; 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.

Petrel, U.S. gunbont, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knoz, at Manila. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Zafiro, U.S. dispatch-vessel, Master A. M.

Whitton.--

Post Gaice.

A Mail will close:-For Haiphong-Per Hongkong to-morrow, the 15th instant, at 9 A.M. For Swatow, Amoy and Foochow-Per

Haiching to-morrow, the 15th inst., at 11 A.M. For Singapore -Per Hector to-morrow, the 15th instant, at 2 P.M. For Manila-Per Sungkiang to-morrow, the 15th instant, at 3 P.M. For Samshui and Wuchow-Per Samshui

to morrow, the 15th instant, at 4 P.M. For Swatow and Bangkok-Per P. C. C. Klao to-morrow, the 15th instant, at 5 P.M. For Amoy and Manila-Per Salvadora tomorrow, the 15th instant, at 5 P.M.

For Shanghai-Per Loongmoon on Thursday, the 16th instant, at 9 A.M. For Kongmoon, Samshui and Wuchow-Per Wuchow on Friday, the 17th inst, at 4 P.M. For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Changsha on Thursday, the

16th instant, at 3 P.M. For Europe, &c., India, via Tuticorin-Per Sydney on Saturday, the 18th inst., at 11 A.M. For Kongmoon, Samshui and Wuchow-Per Samshul on Monday, the 20th inst., at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of India on Wednesday, the 22nd inst., at II A.M. For Kongmoon, Samshui and Wuchow-Per Wuchow Wednesday, the 22nd inst., at 4 P.M. For Shimonoseki and Kobe-Per Chingtu on Wednesday, the 22nd instant, at 5 P.M.

For Kongmoon, Samshui and Wuchow-Per Samshul on Friday, the 24th instant, at 4 P.M. For Europe, &c., India, Via Tuticotin-Per Bengal on Saturday, the 25th inst., at 11 A.M. For Nagasaki, Kobe and Yokohama-Per Rohilla on Saturday, the 25th inst., at 3 P.M. For Kongmoon, Samshui and Wüchow-Per Wuchow on Monday, the 27th inst., at 4 P.M. For Kongmoon, Samshul and Wuchow-PerJAPANESE MEN-OF-WAR

Battleships. Yashim 1, 1st class, 12,460 tons, 35 guns, 14,000 h.p., at Yokohama. Fujs, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships. Matsuskima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Itsusaushinea, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe. Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Kongo, 2nd class, 2,550 tons, 13 gvns, 2,035 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons,

27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Akitsusu, protected cruiser, 1st class, 3,150 -26 guns, 8,500 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons,

15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Manila. Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.

Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

Sloops and Corvettes, Musashi, 1,490 tons, 10 guns, 1,600 h.p. Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akari, 620 tons, 10 guns, 700 h.p., at Chefoo.

Atago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan. Soko, 572 tons, 4 guns, 400 h.p. Zwaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat. Taisuia, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats. Ikadusch, torpedo boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, boats (Kobe), 56 tons, a torpedo-tubes, 525. boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes,

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.р. Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, 10 guns,

(used as gunnery training ship.)
Kanjiu, sailing ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons 10 guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, (used as a hulk.) Jingel-wooden-paddle-steamer, 1,465 tone, a small guns.

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS. AND LOROHAS.

Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,
-Hongkong, Canton, & Macao Steamboat

Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai On Steamship Co.

Powan, British steamer, 1,890, A. N. Patrick,-

Chun Wai, British steamer, - Kwong Wan S.S. Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 583, Holmes,— China Merchant Steam Navigation Co.

Canton and West River. Lungkiang, British steamer, 108, J. J. Lossieres, -Hongkong, Canton and Macao Steam-City of Whampoa, Chinese steamer, 40,-Ah

Sun Chow, Chinese steamer,-Ah Yon. Hongkong and West Biver. Saikong, British steamer, 259, Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Lil, American lorcha. Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Macao Steamboat Co. J. M. & Co. and B. & S. Samshui, British steamer, Summers, -- Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorohas and Schooners. Kutsing, lorcha, 100, Roynolds, Hongkong to Canton, Hung Rum Sing.

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 50, Queen's Shorpion, Russian torpedo boat, 23 tons, I gun, Samshul on Wednesday, the 19th Instant, at Road Central, in the City of Victoria, Hong.

BATTERIES,

L LECTRIC BELLS,

TELEPHONES,

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

W. STUART HARRISON, Manager,

Hongkong, 27th September, 1898. DENTISTRY.

Hongkong, 8th March, 1899. NOTICE. RESPONSIBLE FOR DEBTS.

REUCE, American ship, D. Whitmore-Stan-

LATEST QUOTATIONS. (November 14th.) Banks. Hongkong and Shanghai Banking Corporation

The Bank of China & Japan, Ld.—(Deferred)-National Bank of China, Ld.-\$30,

Mr. J. Anthony Shipping.
Hongkong, Canton, & Macao Steamboat Co., Mr. H. F. R. Brayne Mr. C. W. Longuet Mr. P. Bure Capt. G. Cailaghan Capt. Van Corback

Mrs. Geo. Lawless

Capt. C. B. Simonds, Capt. A. M. Whitton

The Government Civil